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FINAL MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: January 28, 2006

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, San Francisco, CA 94103

Agency Contact Person: Leigh Kienker **Telephone:** (415) 558-5970
Project Title: 2004.0852E – One Hawthorne Street
Project Sponsor: Ezra Mersey, Belvedere Ventures, 2443 Fillmore #373, San Francisco, CA 94115

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eet (645 Howard Street & 35 Hawthorne Street)
35, Lot 047
cisco

s demolition of a vacant, four-story, 35,000-gross-square-foot (gsf) office/retail building
re, and construction of a 15-story, mixed-use building totaling approximately 222,750-
ing. The proposed project would add approximately 135 residential condominium units,
bedroom units, and 31 two-bedroom units, to the approximately 12,400-square-foot site
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lerground garage with 135 off-street parking spaces would be accessed by car elevator
would be on Hawthorne Street next to the garage entrance. The proposed project would
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would require Conditional Use Authorization under Section 303 for residential density
n) Permit Review under Section 309, exceptions under Section 309 for separation of
ng, bulk, and off-street freight loading, and a variance for dwelling unit exposure.

gated Negative Declaration) would construct a 25-story, mixed-use building totaling
would add approximately 206 residential units, comprised of approximately 27 studios,
its, and 62 two-bedroom units. The proposed building would be approximately 250 feet
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enerated variant would require a legislated amendment of the height classification of the
f this zoning amendment is 2004.0852Z.
cable: 200509082369, 200509082380, 200509082383, (Others not yet filed)

A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached: Mitigation measures, if any, included in this project to avoid potentially significant effects: See pages 118 to 125. Final Mitigated Negative Declaration issued on: February 22, 2006.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Paul E. Maltzer
Environmental Review Officer

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REF
711.4097
On215f

upervisor Chris Daly, District 6; Adam Light, Neighborhood Planner.NE Quadrant; Ezra Mersey, Project Sponsor; David
ilverman, Project Attorney; Distribution List; Bulletin Board; Master Decision File.

2004.0852E

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FINAL MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Mitigated Negative Declaration: January 28, 2006

Lead Agency: City and County of San Francisco, Planning Department
1660 Mission Street, San Francisco, CA 94103

Agency Contact Person: Leigh Kienker **Telephone:** (415) 558-5970
Project Title: 2004.0852E – One Hawthorne Street
Project Sponsor: Ezra Mersey, Belvedere Ventures, 2443 Fillmore #373, San Francisco, CA 94115

Project Address: One Hawthorne Street (645 Howard Street & 35 Hawthorne Street)
Assessor's Block and Lot: Block 3735, Lot 047
City and County: San Francisco

Project Description: The proposed project is demolition of a vacant, four-story, 35,000-gross-square-foot (gsf) office/retail building and a one-story, 4,000-gsf garage/storage structure, and construction of a 15-story, mixed-use building totaling approximately 222,750-gsf, with five levels of below-ground garage parking. The proposed project would add approximately 135 residential condominium units, comprised of approximately 51 studios, 53 one-bedroom units, and 31 two-bedroom units, to the approximately 12,400-square-foot site (Assessor's Block 3735, Lot 047). The proposed project would include an approximately 4,500 gsf retail space at the corner, with pedestrian access from Howard Street. The underground garage with 135 off-street parking spaces would be accessed by car elevator from Hawthorne Street. The residential entrance would be on Hawthorne Street next to the garage entrance. The proposed project would be approximately 150 feet tall. The project site is in the C-3-O (SD) (Downtown Office Special Development District) and the 150-S Height and Bulk district. The proposed project would require Conditional Use Authorization under Section 303 for residential density and number of parking spaces, C-3 (Downtown) Permit Review under Section 309, exceptions under Section 309 for separation of towers, rear yard, independently accessible parking, bulk, and off-street freight loading, and a variance for dwelling unit exposure.

A project variant (also evaluated in this Mitigated Negative Declaration) would construct a 25-story, mixed-use building totaling approximately 312,000 gsf. The project variant would add approximately 206 residential units, comprised of approximately 27 studios, 49 one-bedroom units, 68 one-bedroom-plus units, and 62 two-bedroom units.. The proposed building would be approximately 250 feet tall. Otherwise, the proposed project and project variant would be the same, and would require the same approval process, with the exception of the proposed height. The project site is located in a C-3-O (SD) district, or Downtown Commercial Office, within a subdistrict for special development. The staff-generated variant would require a legislated amendment of the height classification of the site from 150-S to 250-S, and the case number of this zoning amendment is 2004.0852Z.
Building Permit Application Number(s), if applicable: 200509082369, 200509082380, 200509082383, (Others not yet filed)

THIS PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance) and 15070 (Decision to Prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached: Mitigation measures, if any, included in this project to avoid potentially significant effects: See pages 118 to 125. Final Mitigated Negative Declaration issued on: February 22, 2006.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Paul E. Maltzer
Environmental Review Officer

cc: Supervisor Chris Daly, District 6; Adam Light, Neighborhood Planner. NE Quadrant; Ezra Mersey, Project Sponsor; David Silverman, Project Attorney; Distribution List; Bulletin Board; Master Decision File.

2004.0852E

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One Hawthorne Street
Preliminary Mitigated Negative Declaration

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INITIAL STUDY

2004.0852E One Hawthorne

I. PROJECT SETTING AND DESCRIPTION

A. PROJECT DESCRIPTION

The proposed project would demolish the four-story, 35,000-gross-square-foot (gsf) office/retail building, which was constructed in 1922 and substantially altered over the years, as well as a one-story, 4,000-gsf garage/storage structure on the approximately 12,400-square-foot site (Assessor's Block 3735, Lot 047) (Figure 1, page 2). The office building has been vacant since February 2005, with only the temporary offices of the owner and development partnership in use since that time. The garage building currently has month-to-month leasing of 18 off-street parking stalls. The proposed project site is an L-shaped parcel at the southeast corner of Howard and Hawthorne Streets one block from the Moscone Convention Center, wrapping around the adjacent lot at 633-639 Howard Street on two sides.[1]

PROPOSED PROJECT

The proposed project would construct a 15-story, 150-foot-tall (excluding mechanical penthouse) mixed-use building totaling approximately 222,750 gross square feet, with five levels of below-ground garage parking. The San Francisco *Planning Code's* open space requirement would be met by an approximately 5,000 square-foot roof-top deck and about 1,250 square feet in private balconies for 36 units.

Figures 2 to 7 (pages 4 to 9) depict the floor plans, elevations, and building sections for both the 150-foot-tall proposed project and the 250-foot-tall project variant.[2] The project would have approximately 135 condominium (for sale) residential units, comprised of 51 studios, 53 one-bedroom units, and 31 two-bedroom units. The San Francisco's Residential Inclusionary Affordable

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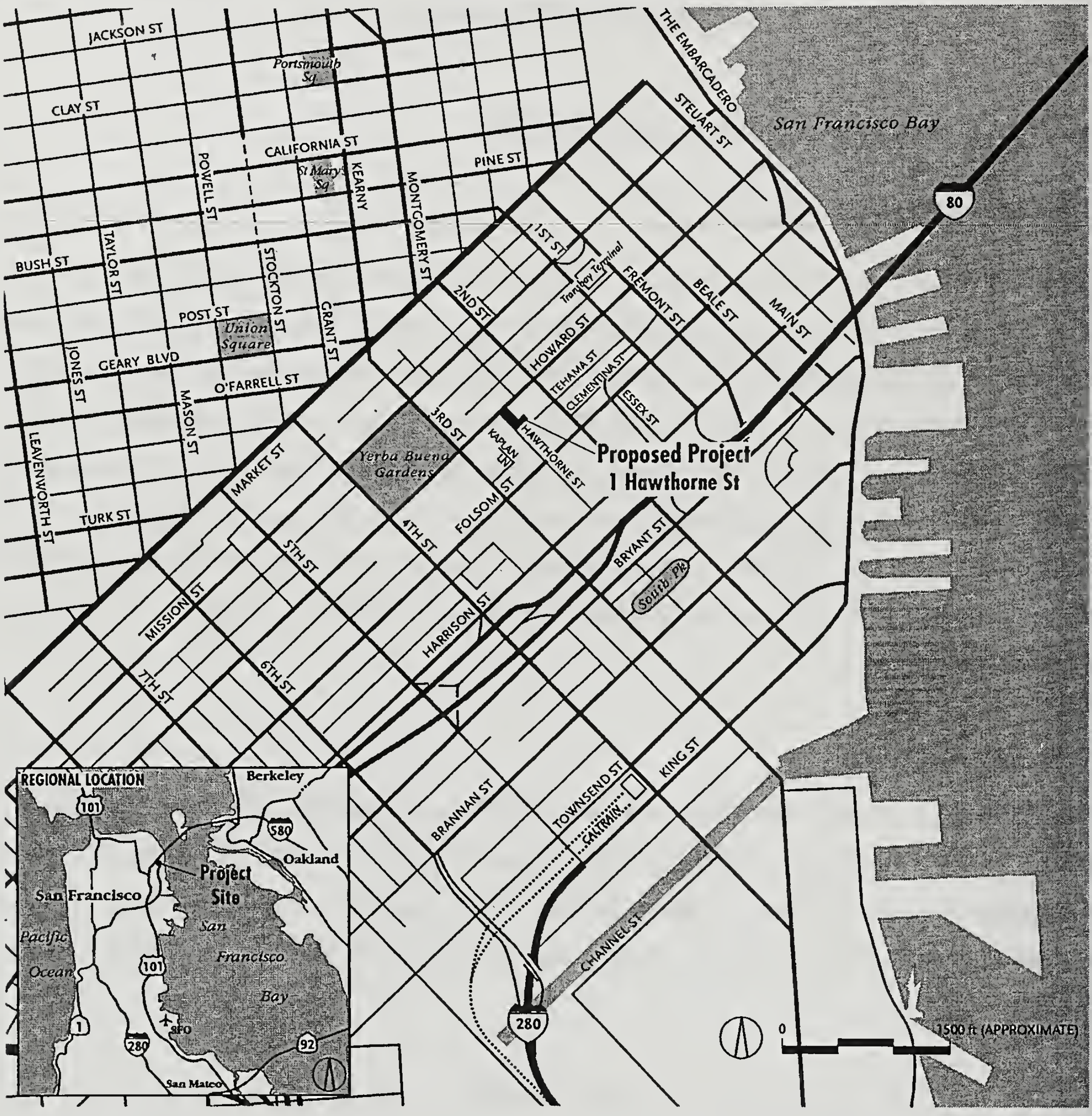
[1] To simplify the discussion of the direction of City streets south of and including Market Street, the convention of calling northwest-to-southeast streets "north-south" and northeast-to-southwest streets "east-west" is used in this document.

[2] Both project proposals would be identical up to floor 15. The 250-foot high variant would include floors 16-25.



Source: During Associates

11-7-05

Proposed Project Location Figure 1

Housing Program Policy would apply to the project. The specific conditions to fulfill the below market rate (BMR) requirements have not yet been determined by the sponsor, however BMR units would most likely be constructed off-site.[3] The project would fully comply with the Inclusionary Housing requirement.

The proposed project includes approximately 4,500 gross square feet of ground floor retail space at the corner of Hawthorne and Howard Streets, accessed from both streets. Street trees would be provided every 20 feet along Howard and Hawthorne Streets. The front of the building on Howard Street would be nine feet from the street and would rise to the height of 150 feet with no setback.

The residential entrance would be on Hawthorne Street next to the garage entrance. A vehicle entrance on Hawthorne Street, approximately 90 feet from the corner of Howard Street, would lead to two car elevators providing access to the five-level subsurface garage, with 135 parking spaces and six bicycle stalls. Construction of the proposed project would involve excavation to a depth of approximately 50 feet below grade level. The foundation will be a reinforced concrete mat covering the entire basement.

The construction period would be approximately 21 months. The project sponsor is Belvedere Ventures LLC/Jackson Pacific LLC, and the project architect is EHDD (Esherick Homsey Dodge and Davis).

The site is located in the C-3-O (SD) (Downtown Office Special Development District) and 150-S height and bulk district. The project would require Conditional Use Authorization under Section 303 for residential density and number of parking spaces, C-3 (Downtown) Permit Review under Section 309, exceptions under Section 309 for separation of towers, rear yard, independently accessible parking, and off-street freight loading, and a variance for dwelling unit exposure.

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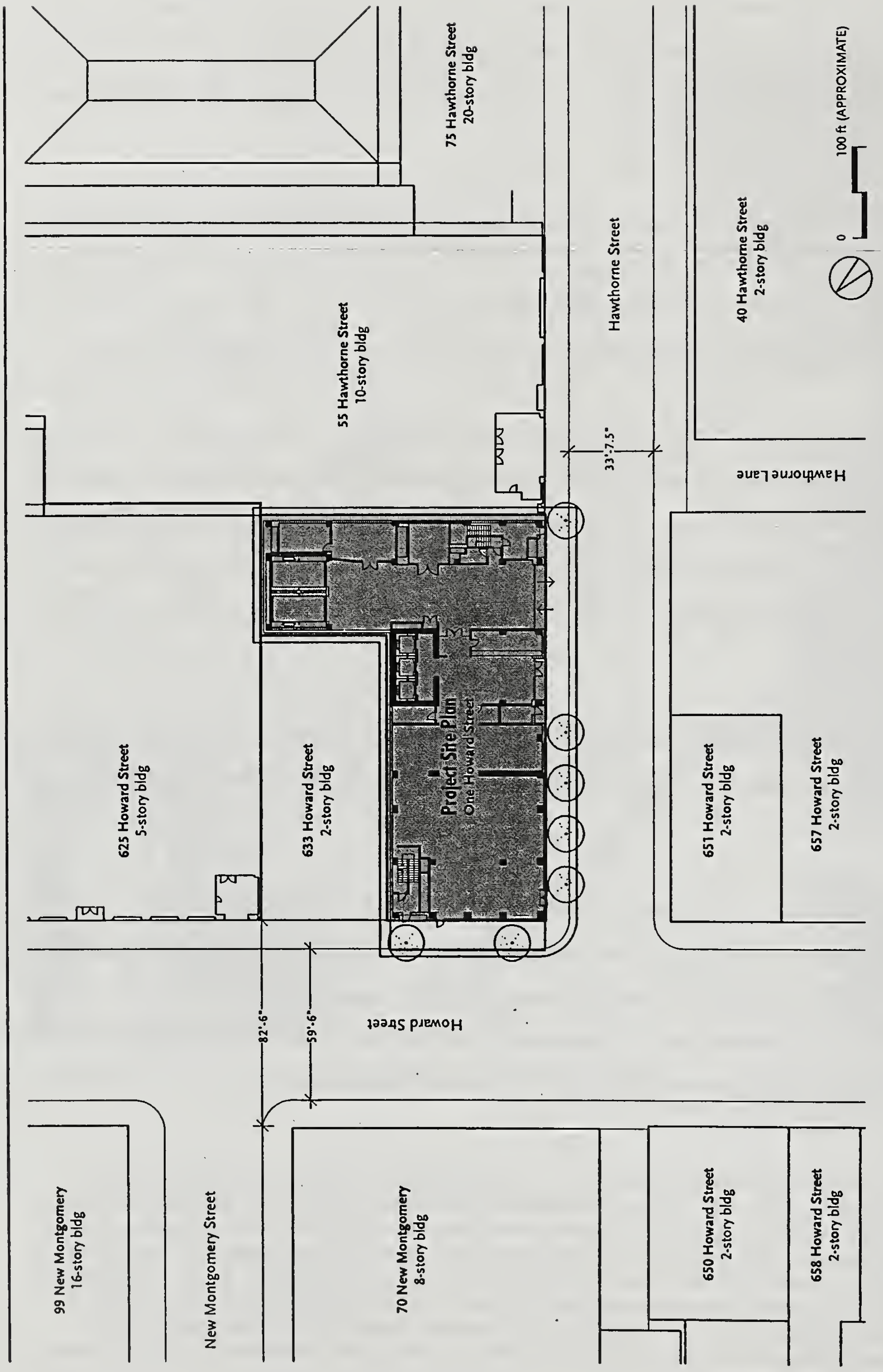
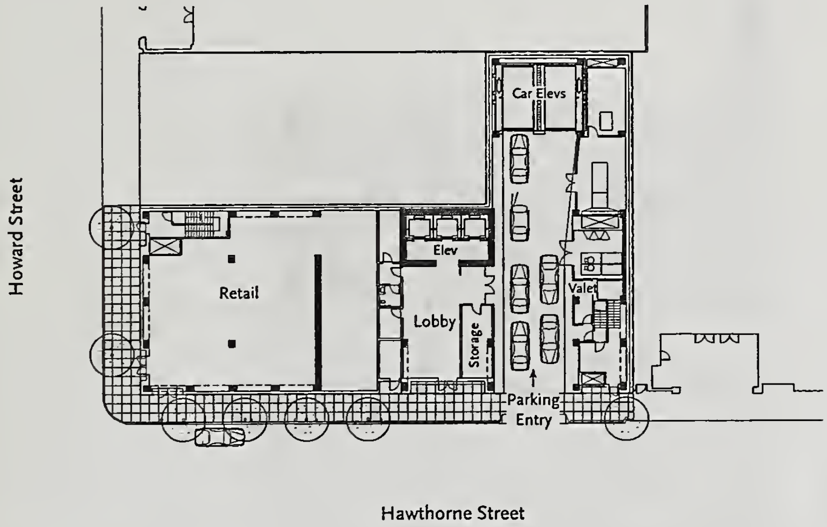
[3] Sections 315.1 – 315.9 of the *Planning Code* applies a BMR requirement to most newly constructed housing developments containing 10 or more dwelling units. Generally, BMR units are rental units for households earning up to 60 percent of the median income, or to first-time buyer households with incomes up to 100 percent of the median income, adjusted by household size. The requirements can be met by a project sponsor choosing to provide BMR units onsite, to provide BMR units offsite, to pay an in-lieu fee to the City Treasurer, or by a combination of all three. In lieu fees are based on the number and bedroom size of BMR units required if developed off site (i.e. 15% off-site if 10% required on-site, and 17% off-site if 12% required on-site). The implementation of the Inclusionary Housing Program is overseen by the Mayor's Office of Housing who determines what kind of housing is constructed with in-lieu fee money.



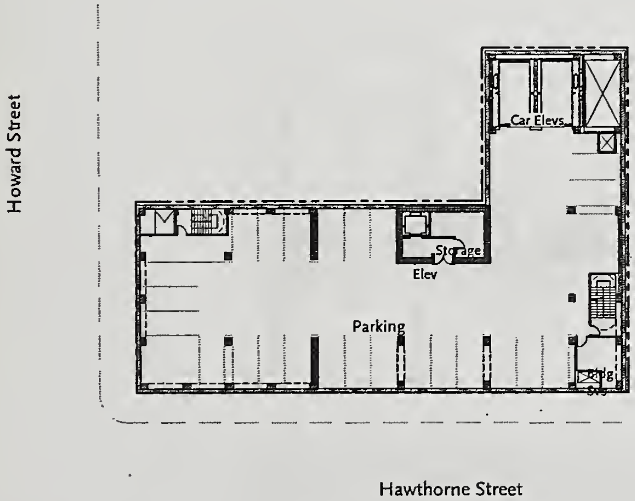
Source: EHDD Architecture

12-19-05

Proposed Site Plan—Proposed Project and Project Variant   Figure 2



Ground Floor Plan



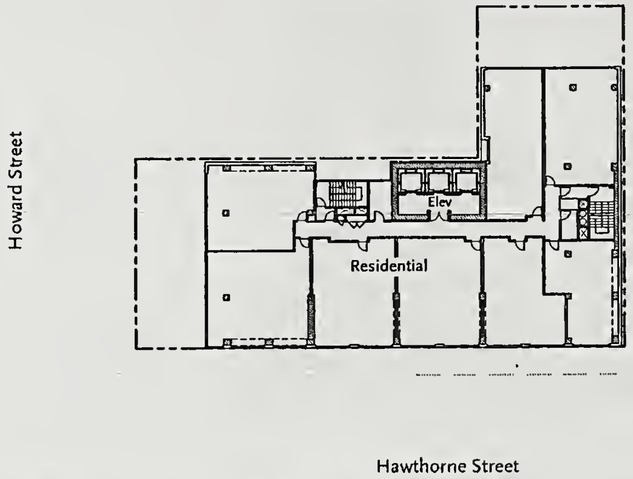
Sample Parking Plan

0 40 ft (APPROXIMATE)

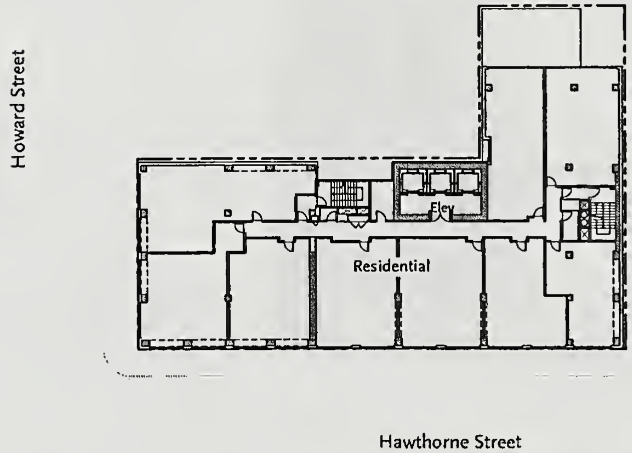
Source: EHDD Architecture

11-7-04

Proposed Ground Floor and Parking Plans—Proposed Project and Project Variant Figure 3



Floor Plans Level 16 to 25 (Typical)—Project Variant

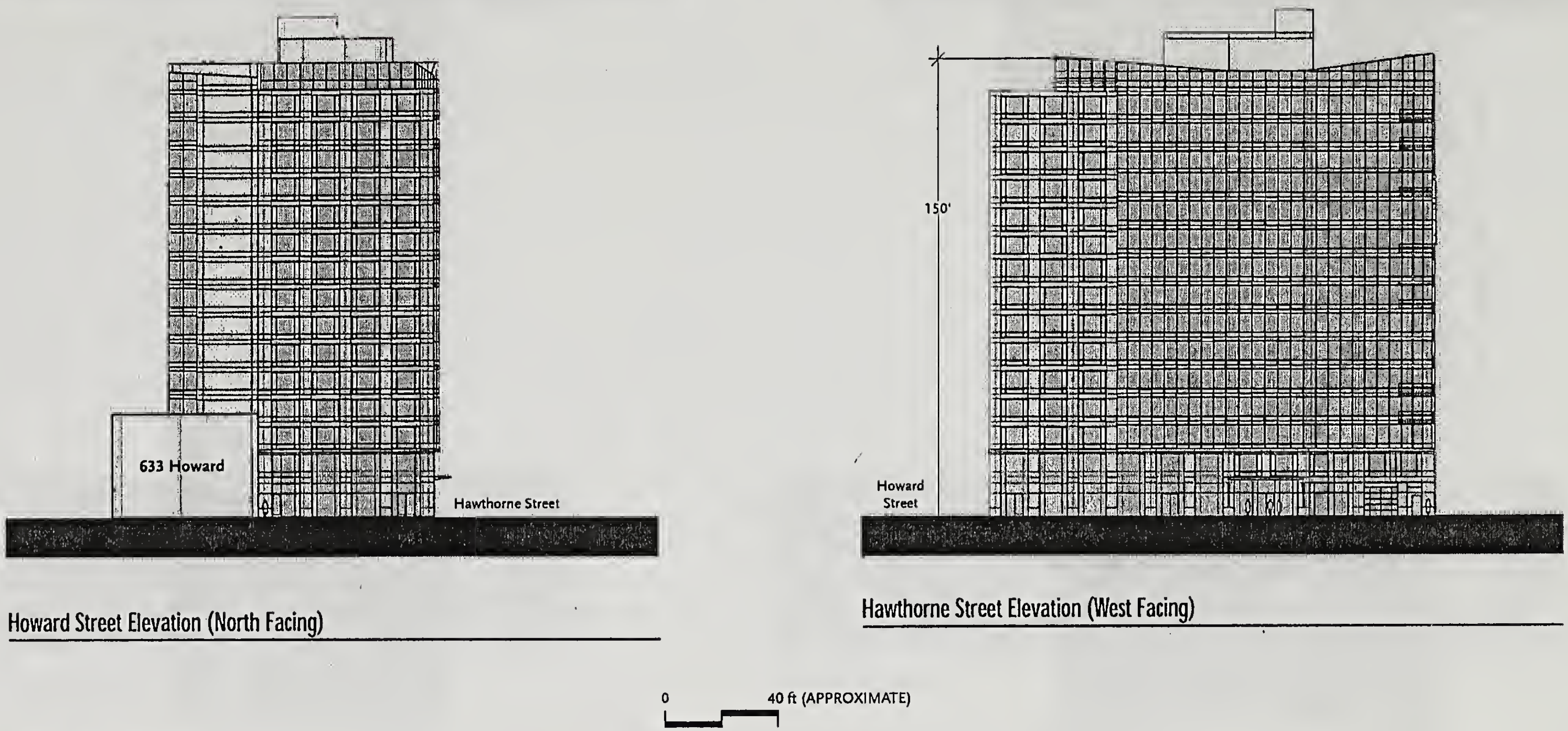


Floor Plans Level 2 to 15 (Typical)—Proposed Project and Project Variant

Source: EHDD Architecture

11·7·04

Proposed Floor Plans Figure 4



Howard Street Elevation (North Facing)

Hawthorne Street Elevation (West Facing)

Source: EHDD Architecture

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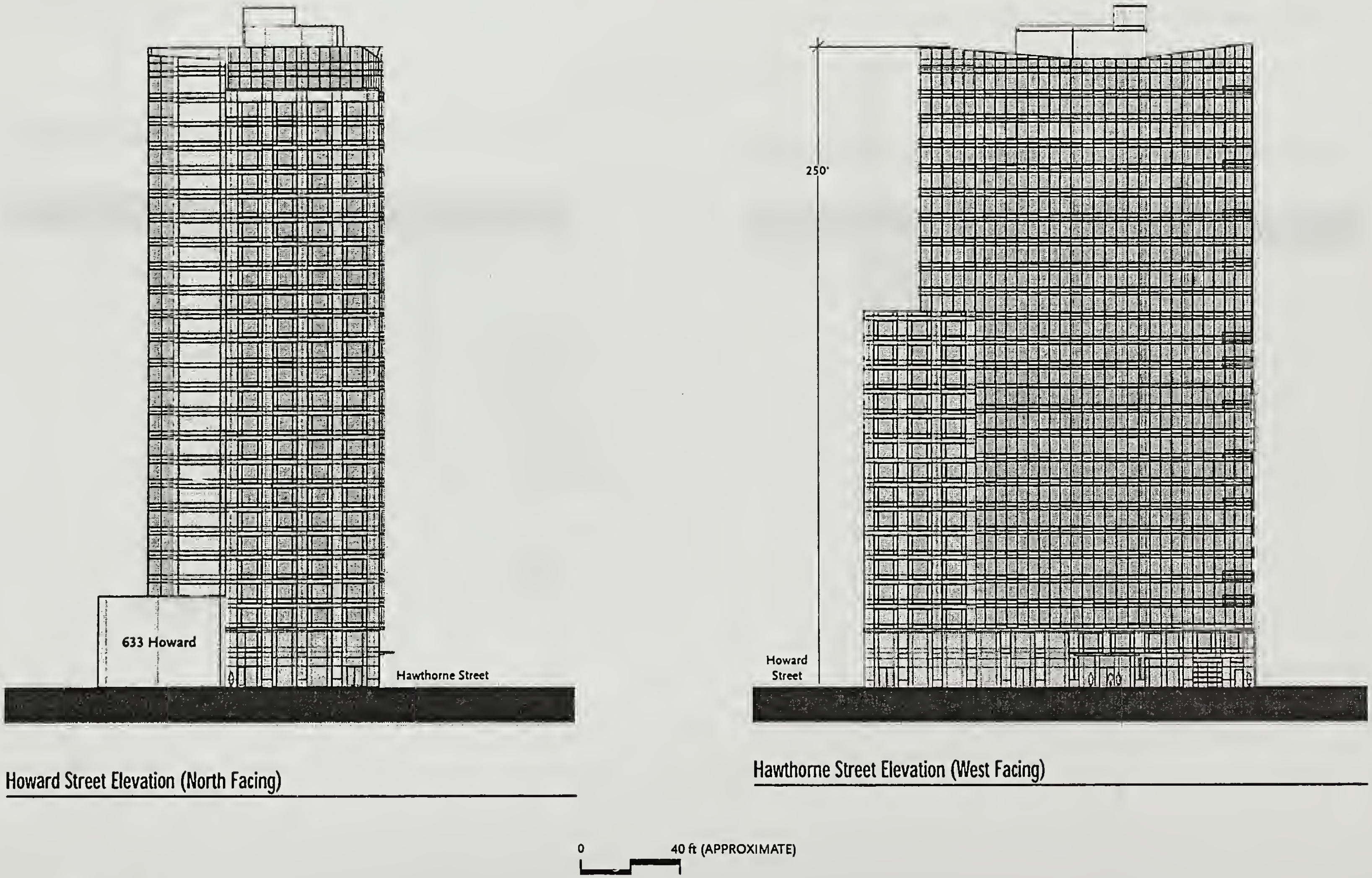
Proposed Elevations—Proposed Project Figure 5



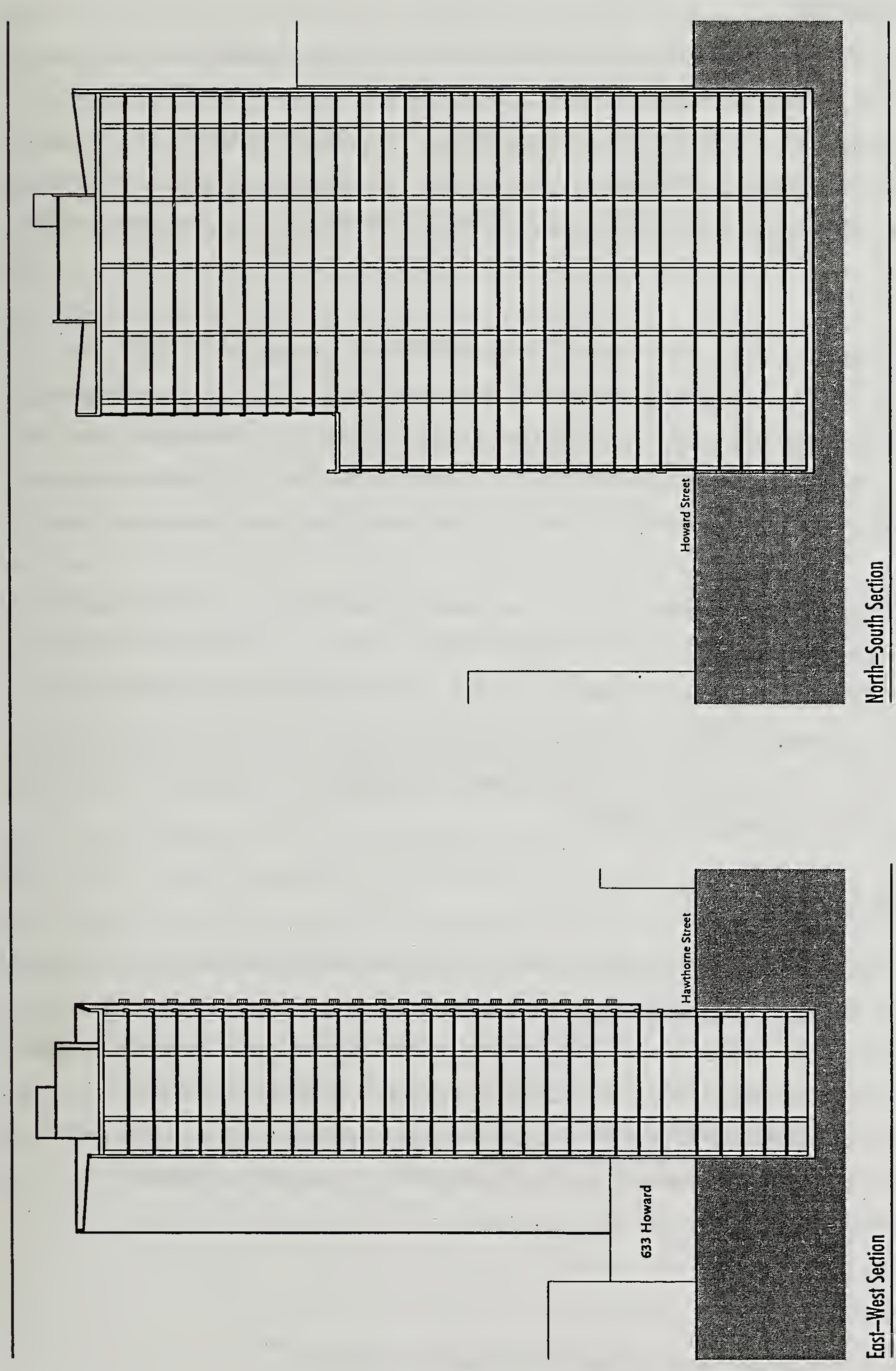
Howard Street Elevation (North Facing)

Hawthorne Street Elevation (West Facing)

Source: EHDD Architecture

12-16-05

Proposed Elevations—Project Variant Figure 6



East–West Section

North–South Section

0 40 ft (APPROXIMATE)

Note: Building below grade and first fifteen floors are identical for Proposed Project and Project Variant

Source: EHDD Architecture

12·16·05

Proposed Building Sections—Project Variant Figure 7

PROJECT VARIANT

A Planning Department staff-initiated project variant would entail the construction of a 25-story, 250-foot-tall (not including mechanical penthouse), mixed-use building totaling approximately 312,000 gross square feet, with five stories of below-ground garage parking (Figures 2 to 7 on pages 4 to 9). The San Francisco *Planning Code's* open space requirement would be met by an approximately 5,000 square-foot roof-top deck and about 3,636 square feet in private balconies for 101 units.

The project variant would have approximately 206 residential units, comprised of 27 studios, 49 one-bedroom units, 68 one-bedroom-plus units, and 62 two-bedroom units. The San Francisco's Residential Inclusionary Affordable Housing Program Policy would apply to the project variant. The project variant would fully comply with the Policy, produce more BMR units than the proposed project but at the same rate or percentage of inclusionary housing production as the proposed project.

The proposed project variant building would be approximately 250 feet tall, and would have a 20-foot setback from Howard Street at the 15th through 25th floors. Otherwise, the proposed project and project variant would be the same, including the number of parking spaces in the five-story below-ground parking garage, and would require the same approval process, with the exception of the proposed height. The project variant would require a legislated amendment of the height classification of the site from 150-S to 250-S.[4]

B. PROJECT SITE

The project site is located at the southeast corner of the intersection of Howard and Hawthorne Streets, one block east of the Moscone Convention Center and half a block southeast of the San Francisco Museum of Modern Art, in the Downtown Financial District neighborhood of San Francisco. The site is occupied by two contiguous structures, referred to collectively as One Hawthorne Street: a four-story office/retail building in the northern portion of the site (also addressed as 645 Howard Street) that has been vacant since February 2005, except for the temporary offices of the development team, and was previously occupied by office and retail uses, and a one-story garage/storage structure in the southern portion of the site (also addressed as 35 Hawthorne Street) that is currently used for parking.

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[4] The case number of this zoning amendment for the project variant is 2004.0852Z.

These two buildings, which would be demolished as part of the project, were constructed in 1922, and the office structure was extensively altered in 1983. As a part of the 1984 *Splendid Survivors* study, San Francisco Architectural Heritage rated the office building of general 'contextual importance.' The buildings have no other historic designations and have been evaluated as part of this review (see Cultural Resources section of this Initial Study).

The project site is located in the C-3-O (SD) (Downtown Office Special Development District), and a 150-S height and bulk district. As discussed in more detail in Initial Study section II.A. Compatibility with Zoning, Plans, and Policies, the proposed residential and retail uses of the project and project variant are principally permitted uses in the C-3-O (SD) district and would require Conditional Use authorization. The project variant would require an amendment of the height classification of the site from 150-S to 250-S.

C. PROJECT SETTING

The project site is in a Downtown Financial District neighborhood that redeveloped after the 1906 earthquake to be occupied by smaller trade and office buildings, generally not in residential use. The area has a gentle upslope from north to southeast toward Rincon Hill. Buildings on Hawthorne and Howard Streets have a considerable variety of heights and bulks, ranging from several structures of recent construction which are comparable to the proposed project and project variant, to historic post-earthquake two- and three-story structures with narrow street frontages, and those in-between: mid-rise buildings from the last several decades, located at corners on square-shaped lots. Most of the buildings on the south side of Howard Street in the project block are between three and six stories high, akin to the existing four-story structure on the project site. The area has a variety of building types and uses, including residential, commercial, retail, office, institutional, parking, and public safety (San Francisco Fire Department No. 1), described in more detail below.

The South Financial District is located between the intensive office development of the Financial District and the freeway access to and from I-80 a few blocks south. Near the project site, Howard Street is a one-way westbound arterial, and Hawthorne Street is a one-way southbound local connector street. Howard Street and Folsom Street (a one-way eastbound arterial) form a one-way couplet carrying commute traffic during peak periods of the day. Hawthorne Street and the sidewalks along the project site convey a small street or alley character.

The project site is located between two Redevelopment Areas that are within the project setting: the Yerba Buena Center Redevelopment Project Area and the Transbay Redevelopment Project Area. The Yerba Buena Center Redevelopment Project Area, generally west of the site, extends from Market Street on the north to Harrison Street on the south, along the west side of Fourth Street to the east side of Third Street, with an extension that runs east to Second Street and borders the project site to the south. Thus, most of project Block 3735 is within the Yerba Buena Center (YBC) Redevelopment Project Area. The YBC "Central Blocks" are those comprised of convention center and civic uses: multiple convention centers, residences, public open space, children's center and playground, fine arts center, auditorium, hotels, restaurants, cinema complex, bowling area, and community center.

The Transbay Redevelopment Project Area (Transbay) is roughly bounded by Mission Street in the north, Main Street in the east, Folsom Street in the south, and Second Street in the west, where Redevelopment Areas meet, one block from the project site. Transbay is centered on the existing Transbay Terminal and plans for its replacement with an intermodal transit facility surrounded by residential towers, as well as office and hotel space surrounding the new terminal. Even prior to the designation of the Redevelopment Area, portions of the Second Street corridor have undergone substantial growth in recent years. The project vicinity is transitioning from less intensively used office and commercial structures to their replacement with more intensive mid- and high-rise residential uses, in combination with new office and commercial spaces.

Two historic districts are within the project setting: the New Montgomery – Second Street Conservation District and the Second and Howard Streets National Register Historic District. The project site is adjacent to San Francisco's New Montgomery – Second Street Conservation District, which lies primarily along those streets, between Market and Howard Streets. The Conservation District is limited to the immediate visual context of New Montgomery and Second Street, and thus excludes the project site. The Second and Howard Streets Historic District of the National Register of Historical Places is located near the project site to the east: including properties on Second, Howard, Natoma, and New Montgomery Streets. The Historic District is comprised of small commercial trade buildings built after the 1906 earthquake and fire. Thus, a number of buildings in the immediate project setting, outside of the District boundaries, might be considered outlying contributors to the District, (discussed further in the Cultural Resources section of this Initial Study).

As mentioned above, the project site is located in the C-3-O (SD) (Downtown Office Special Development District). The project site is surrounded entirely by C-3 Commercial Districts. The project site C-3-O (SD) forms a corridor along Howard Street on the south edge of the Financial District. The area to the west of the site, including Yerba Buena Center, is zoned C-3-S (Downtown Support). The area to the north through the Financial District is zoned C-3-O (Downtown Office). South of Folsom Street is an area of M-1, subject to rezoning. Other nearby zoning districts include C-3-R (Downtown Retail), P (Public Use), RC-4 (Residential-Commercial Combined, High Density), and SSO (Service/Secondary Office).

There are no proposed changes to use controls for the project site. The Second and Third Street corridors south of Folsom Street, located southeast and southwest of the site, respectively, are proposed to be rezoned for neighborhood commercial and mixed-use housing development, as part of the Eastern Neighborhoods rezoning effort (see Initial Study section II.A. Compatibility with Zoning, Plans, and Policies). The Transbay Redevelopment Area would include rezoning specifically for Downtown Residential between Folsom and Clementina Streets, generally east and north of the immediate project setting. However, the project site is not within the Eastern Neighborhoods or Transbay Redevelopment Area proposed for rezoning.

The project site is at the southern end of an area of 150-S height and bulk district that generally corresponds to the Second and New Montgomery Historic Conservation District. The 150-S height and bulk district limits building heights to 150 feet and has varying limits on the dimensions of the bases, lower towers, and upper towers of buildings. This 150-S district is surrounded by height districts of considerably greater height allowances. A 250-S District includes the area directly across from the project site to the west, on the other corner of Hawthorne and Howard. Allowable heights within two blocks of the project site range from 80 to 550 feet. The rezoning planned in the

Transbay Redevelopment Area includes allowable heights up to 550 feet.[5] A rezoning would be required for the project variant, which would extend the adjacent 250 height district to include the project site.

Existing Use and Character of Nearby Area

On Hawthorne Street, on the same side of the street as the project site, are a series of office buildings (55, 75, and 95 Hawthorne Street). These buildings are ten, twenty-two, and five stories in height, respectively. On the corner opposite the project site is a brick building occupied by retail and restaurant uses (651 Howard Street). Along the west side of Hawthorne Street are two office buildings (50 Hawthorne Street and 666 Folsom Street, at the northwest corner of Hawthorne and Folsom Streets), three and eleven stories in height, respectively.

The block of Howard Street between Second and Third Streets, within which the project site is located, is occupied by buildings ranging from two to thirty-one stories with a variety of uses, including: residential, commercial, retail, office, hotel, institutional, restaurant, night club, parking structure, surface parking, and public safety (San Francisco Fire Department No. 1). The two-story buildings are generally of historic character, from the immediate post-earthquake reconstruction period, built originally for the trades. Immediately east of the project site on the south side of Howard Street is a two-story commercial/retail building (637-639 Howard Street). Farther east of the project site on the south side of Howard Street is a five-story retail/commercial/office building (621, 625, and 631 Howard Street), with a surface parking lot at the southwest corner of Howard and Second Streets. West of the project site on the south side of Howard Street is a two-story, L-shaped commercial building that also fronts on Hawthorne Street (657 Howard Street/20 Hawthorne Street), a two-story restaurant (661 Howard Street), a two-story commercial building (667 Howard Street), and the 12-story Convention Plaza building at the southeast corner of Howard and Third Streets (201 Third Street), occupied by a variety of non-residential uses (including restaurant, bank, office, and parking). On the north side of Howard Street, opposite the project site, is a series of two- and three-story buildings with commercial, night club, and institutional uses (650, 658, 660, 670, and 676 Howard Street). At the corner of Howard and Third Streets is the 31-story W Hotel (181 Third Street). At the southeast corner of Howard and New Montgomery Street is the eight-story Academy of Art University building (180 New Montgomery Street). On the northeast corner is a recently-constructed, 16-story, 166-unit residential building with ground-floor retail (199 New Montgomery Street).

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[5] City and County of San Francisco, *Transbay Design for Development* Summaries #2 and #3, October 2003. These summaries are available online at http://www.sfgov.org/site/sfra_page.asp?id=5583#D4D. Accessed for this report on January 7, 2006.

Along New Montgomery Street, north from the corner with Howard Street, between Natoma and Minna Streets is the historic 30-story Pacific Telephone & Telegraph Company building (140 New Montgomery Street) on the west side of the street. On the east side are a four-story building at the corner of Natoma/New Montgomery Streets (163 Natoma Street), two five-story buildings (141 and 149 New Montgomery Street, respectively) and another four-story building (133 New Montgomery Street).

On Third Street, north from the corner with Howard Street, between Minna and Natoma Streets is the San Francisco Museum of Modern Art (151 Third Street) on the east side of the street. South from the corner with Howard Street and the 12-story Convention Plaza building is a five-story parking structure (257 Third Street). Beyond the garage is Clementina Street, after which south to Folsom Street is a two-story building (690 Folsom Street). The entire west side of Third Street between Mission and Folsom Streets is occupied by the Yerba Buena and Moscone Convention Centers.

On Second Street, on the west side of the project Block, at the southwest corner of Howard and Second Streets is a surface parking lot. Further south on the west side of Second Street are a four-story commercial/office building and a 13-story residential building (246 Second Street). At the southeast corner of Howard and Second Streets is another surface parking lot. South along Second Street to Tehama Street are a three-story commercial/office building (215 Second Street) and a four-story commercial/office building (217 Second Street). Between Tehama and Clementina Streets is the six-story CNET Headquarters building (235 Second Street). Between Clementina and Folsom Streets is the 17-story Marriott Courtyard hotel (299 Second Street). On the west side of Second Street north of Howard Street is a five-story restaurant/commercial building (198 Second Street). .

In conclusion, the project site is located between two redevelopment areas, near rezoning areas, within an area in transition that contains a number of post-1906 earthquake historic commercial buildings interspersed with more recent construction of considerably different scale and use. Consistency with the zoning and policies for the area is discussed in the next section of this Initial Study.

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City *Planning Code* or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

SAN FRANCISCO PLANNING CODE

The San Francisco *Planning Code*, which incorporates the City's Zoning Maps, implements the *San Francisco General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the Code, (2) an allowable exception is granted pursuant to provisions of the Code, or (3) amendments to the Code are included as part of the project.

The site lies within a C-3-O (SD) (Downtown Office Special Development District) and a 150-S Height and Bulk District. The purpose of the C-3-O (SD) subdistrict (as set forth in Section 248 of the *Planning Code)* is to provide for an orderly expansion of the Downtown Financial District in a way that will maintain a compact downtown core, and to create an area in which to direct unused development potential of lots containing Significant or certain Contributory Buildings. Development at densities above the base floor area ratio in this area is appropriate only if there is a commensurate reduction in the allowable density of development on other sites in the downtown by the transfer of development rights (TDRs). The C-3-O district generally allows construction of six times the square footage of the site, however, developers may increase the density through the use of TDRs to transfer unused development rights from other eligible sites, usually by purchasing those rights from the owner of the transfer site. Generally speaking, eligible sites include any lot with unused development rights in the C-3-O (SD) zoning subdistrict or any preservation lot with unused development rights within the C-3 district with a historically significant building on the lot.

With the transfer of development rights to the project development lot, the maximum allowable floor area ratio (FAR) in the C-3-O (SD) is 18 to 1 and the density ratio is up to one unit per 125 sq.ft. of permitted uses. The project FAR would be 12 to 1 and the variant would be 18 to 1.

The proposed residential and retail uses for the proposed project and project variant are principally permitted uses in the C-3-O (SD) district. The proposed project and the variant would be subject to Section 309 review, require conditional use authorization by the Planning Commission for exceptions to residential density and attendant on site parking, a variance for dwelling unit exposure by the Zoning Administrator.

The area north and east of the project site is currently undergoing rezoning. One block east of the project site is the proposed Transbay Redevelopment Project Area that has been the focus of a number of land use and transportation planning efforts. The proposed approximately 40-acre Transbay Redevelopment Project Area is generally bounded by Mission, Main, Spear, Folsom, Essex, Harrison, Second, and Minna Streets.[6] Proposed plans for the area include changes in land use and increases in building heights that are intended to encourage private development and public investment in the area, including joint development to facilitate transit improvements by regional transit agencies. In addition, a new Rincon Hill downtown residential mixed-use district is proposed that would increase height limits and stimulate additional high density residential development in the Rincon Hill area, which is east and south of the Transbay Redevelopment Project area.

To the south and west of the project site, the South of Market mixed-use district is part of the rezoning effort for the Eastern Neighborhoods. The Eastern Neighborhoods community planning process encompasses San Francisco's eastern neighborhoods, including the South of Market (SOMA) neighborhood that is located one block south of the project site. The Eastern Neighborhoods community planning process is intended to address the broad range of issues involved in formulating permanent controls on the City's last remaining industrially zoned lands and its surrounding residential and commercial neighborhoods. The *Eastern Neighborhoods Proposed Permanent Zoning Controls,* which generally recommends safeguarding existing space for future Production,

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[6] *Redevelopment Plan for the Transbay Redevelopment Project* San Francisco Redevelopment Agency, January 25, 2005. This report is on file and available for public review by appointment at the San Francisco Redevelopment Agency, 770 Golden Gate Avenue, San Francisco.

Distribution, and Repair uses (including light industrial and warehouse uses), proposes zoning the area beginning one block south of the project site, further south to Townsend Street and west to Seventh Street, as predominantly Residential/Commercial, with Neighborhood Commercial on the Second and Third Street Corridors. The proposed project site is not included within the area proposed for rezoning, and the Second and Third Street Corridors are located southeast and southwest of the site, respectively.

The proposed project and project variant would be compatible with the general physical and land use provisions of the redevelopment plans.

REQUIRED APPROVALS

1. **Section 309 Review** The San Francisco *Planning Code* provides that substantial alterations and new construction located in a C-3 zone are subject to Planning Commission Section 309 review with respect to the project's and project variant's compliance with applicable *Planning Code* requirements. The proposed project would require exceptions under Section 309 for the following:

    - **Separation of towers.** Section 132.1C(2)(C) requires a setback of 15 feet at the upper floors of the project. The project and project variant would abut the property lines on three sides of the L-shaped parcel. The 11th through 15th floors of the project (or 11th through 25th floors for the project variant) would be set back one foot from the adjacent properties. Granting the exception would not result in a group of buildings, the total street frontage of which is greater than 125 feet, without a separation between the towers.
    - **Rear Yard Exceptions.** Section 134(a)(1)(C) requires a rear yard depth of 25 percent of the depth of the lot on which the project is situated at the second story. The project and project variant would have a 24 ft. 10 inch by 47 ft. 8 inch setback from the rear property line, beginning at the second floor, which is less than required.
    - **Parking Exceptions.** Section 155(C) calls for off-street parking to be independently accessible, however, it is not feasible for the project to provide independently accessible spaces due to site constraints.
    - **Freight Loading.** Section 161(I) requires one freight-loading space for the project and project variant. The project and project variant would not include an off-street loading space due to site constraints.

2. **Conditional Use.** The proposed project and the project variant would require Conditional Use authorization for residential density and number of parking spaces, in accordance with

provisions of Code Section 303, and also would require Planning Commission authorization under *Planning Code* Section 309, which governs permit review in C-3 districts.

- **Density.** The C-3-O (SD) Zoning District principally permits dwellings at a density ratio of up to one unit per 125 sq. ft. of lot area. Thus, for the 12,408 sq.ft project site, up to 99 units may be accommodated as permitted uses. The project's 135 units exceed this amount by 36 units, which can be allowed as a conditional use. The project variant's 206 units exceed this amount by 107 units, which can also be allowed as a conditional use.
- **Parking spaces.** Section 150(e) allows for independently accessible, on-site parking at one space per four units, or 34 spaces for the project and 52 spaces for the project variant. Section 204.5 allows for 150 percent of the required number of spaces as an accessory use, or 51 spaces for the project and 77 for the project variant. The project and project variant propose 135 attendant parking spaces.[7]

3. **Variance.** The proposed project and the project variant would require an exposure variance for the dwelling units on the south-facing inner court under *Planning Code* Section 140(1) and (2).[8] Due to the presence of two streets that border the property, and the odd shape of the lot, the rear yard must be located in the interior portion of the lot in order to provide the most protection and privacy and maintain a consistent street wall. The long and narrow shape of the project and project variant lot reduces the amount of space that can be dedicated to the exposure of the interior units and a variance is sought.

4. **Zoning Amendment** The 250-foot-tall project variant would require a legislated amendment of the height classification of the site from 150-S to 250-S, which requires approval by the

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[7] There is proposed legislation at the Board of Supervisors (File No. 051453) that would allow a maximum of 0.5 spaces per unit and no independently accessible parking.

[8] The criteria for granting variances (section 305) are as follows:

(1) That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other property or uses in the same class of district;

(2) That owing to such exceptional or extraordinary circumstances the literal enforcement of specified provisions of this Code would result in practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property;

(3) That such variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class of district;

(4) That the granting of such variance will not be materially detrimental to the public welfare or materially injurious to the property or improvements in the vicinity; and

(5) That the granting of such variance will be in harmony with the general purpose and intent of this Code and will not adversely affect the Master Plan.

Planning Commission and the Board of Supervisors.[9] The proposed project, at 150 feet in height, would comply with the provisions of the current height classification.

The environmental effects of the zoning reclassification are addressed in the project variant discussions for land use, visual quality, population, transportation, noise, air quality, wind, shadow, utilities and public services, geology, water, energy, hazards, and cultural resources.

The proposed project and the project variant would also require approval by the Department of Building Inspection and Department of Public Works for demolition and site permits.

PLANS AND POLICIES

Environmental plans and policies are those, like the Bay Area *Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The *San Francisco General Plan,* which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco passed *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *Planning Code,* which established eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA); or prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the project or legislation is consistent with the Priority Policies. The case report and motion for the Planning Commission under the *Planning Code* Sections 303 will contain the analysis determining whether the proposed project is consistent with the Priority Policies.

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[9] The case number of the zoning amendment for the project variant is 2004.0852Z.

The Citywide Action Plan (CAP) explores comprehensively the issue of how to meet the need for housing and jobs in ways that capitalize upon and enhance the best qualities of San Francisco. The cap directs a mix of housing and neighborhood-serving uses to places with good public transit and urban amenities; new office uses to the city's compact downtown core; and industrial uses to core industrial lands in portions of the city's east side, thereby releasing the rest of the industrially zoned lands for other uses.

One aspect of the CAP is the Downtown Neighborhoods Initiative that entails planning for the neighborhoods south of the downtown office core. This includes capturing housing potential in the downtown office district as well as encouraging new housing adjacent to downtown: in areas such as Rincon Hill, the Transbay Terminal area, and Yerba Buena Center, as well as lands designated for housing encouragement through the Planning Department's community planning process. The project and project variant would be consistent with the goals of increased housing in and around the downtown core.

B. ENVIRONMENTAL EFFECTS (Initial Study Checklist)

All items on the Initial Study Checklist have been checked "No," indicating that Planning Department staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about those particular issues. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. **Land Use** – Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

PROPOSED PROJECT

The project site is occupied by a four-story office/retail building, currently vacant, and a one-story parking/storage building, currently used for parking. The surrounding area is developed with residential, office, retail, commercial, institutional, and parking uses, and includes several high-rise buildings that have more intense uses than the proposed project.

Land use impacts of a proposed project are considered significant if the project would disrupt or divide the physical arrangement of an established community or have a substantial adverse impact upon the existing character of the vicinity. The proposed project would replace the existing one- and four-story structures on the site with a 15-story residential building with ground-floor retail, which would increase the density of residential development in the project area.

The proposed project would not disrupt or divide the physical arrangement of an established community. It would be incorporated within the established street plan and would create no impediment to the passage of persons or vehicles. The pedestrian walkway west of the project site, a mid-block passageway connecting Hawthorne and Third Streets, may see greater use because of the proposed project and would not be closed by the proposed project. The surrounding uses and activities would continue on their own sites and would interrelate with each other as they do at present, without significant disruption from the proposed project.

The project site is zoned to principally permit very-high residential density housing, at one unit per 125 sq.ft. of lot area. With Conditional Use authorization, the proposed project would intensify the use of the project site, and the 135-residential-unit building with ground floor retail proposed by the project sponsor would be one of the more intense uses in the vicinity with approximately one residential unit per 90 sq.ft. of lot area. It would be compatible with the uses and density of existing high-rise buildings in the vicinity, which include:

- The W Hotel at the northeast corner of Howard and Third Streets with 411 hotel rooms;
- The St. Regis hotel and condominium building at the southeast corner of Mission and Third Streets, with 269 hotel rooms and approximately one residential unit per 205 square feet of lot area;
- The residential/retail/office Paramount building at the northeast corner of Mission and Third Streets with one unit per 40 sq.ft. of lot area;
- The 199 New Montgomery residential building at the northwest corner of Howard and New Montgomery Streets with one unit per 60 sq.ft. of lot area;
- The Natoma Mews proposed east of Second Street (70 Natoma), with one unit per 70 sq.ft. of lot area;
- The historic high-rise Pacific Telephone & Telegraph Company office building at 134-140 New Montgomery Street;
- The high-rise office building south of the project site at 75 Hawthorne Street;
- The Marriott Courtyard hotel at the northeast corner of Second and Folsom Streets (299 Second Street), with 405 hotel rooms;
- The residential building on the west side of Second street north of Folsom Street (246 Second Street), with one unit per 75 sq.ft. of lot area;
- A recently approved residential project mid-block on Folsom between Third and Hawthorne Streets (631 Folsom) with one unit per 280 sq.ft. of lot area;
- St. Francis Place, which occupies most of the block between Hawthorne and Third Streets and Folsom and Harrison Streets (170 Hawthorne) and has one unit per 290 sq.ft. of lot area;
- 77 Dow Place, one and a half blocks southeast of the project site mid-block between Hawthorne and Second Streets, with a residential density of approximately one unit per 220 sq.ft. of lot area.

In addition to the mid- and high-rise buildings identified above, the project vicinity includes a number of older, smaller, and less intensively used buildings, dating from a period of trade and construction support business uses, and more recently in office use. The proposed project would contribute to the changing character of the project setting, increasing the land use intensity of the mixed-use setting.

The proposed project would consist primarily of residential uses, which would be an introduction of a new land use on the site. The project would also result in a net expansion of the parking use on the site by 115 spaces. Finally, the project would create approximately 4,500 new gsf of retail space on the ground floor, replacing the former construction supply showroom on the site. The underlying C-3-O (SD) (Downtown Office District, Special Development Subdistrict) zoning of the area permits residential, retail, and parking uses such as the proposed project. The proposed project would not introduce a new type of use to the area, as the site vicinity includes multi-family residential, parking, and retail uses. The proposed project would intensify use of the site, but the proposed project's residential, parking, and retail uses would not be incompatible with the existing mixed use character of the site vicinity, which already includes residential, parking, retail, and mix of other non-residential uses.

While the proposed project would represent a large development at this site, it would not introduce a new or incompatible land use to the area. Rather, it would extend residential uses, which already exist in the area, into the project site. The nature and intensity of proposed land uses with the proposed project are consistent with the character of development that exists in the area. The proposed project would comply with the existing height limit for the site, and the type of development, size, scale, and density of the proposed project would not substantially or adversely alter the character of the area. While the proposed project may be perceived negatively by existing residents or workers in the vicinity who have become accustomed to the existing condition of the project site, the proposed project's impacts relating to land use are considered less-than-significant under CEQA, for the reasons discussed above. In conclusion, the proposed project would not have a significant adverse impact on the character of the vicinity, and would not result in specific significant adverse land use impacts.

The Planning Department's Downtown Neighborhoods Initiative is intended to encourage housing production in and around the downtown core, and includes, among other areas, the C-3 District that encompasses the project site, the Yerba Buena Center Redevelopment Project Area located west and south of the project site, and the Transbay Redevelopment Area, which begins a half-block east of the project site, extending east to Main Street and south to Folsom Street. In total, areas within the Downtown Neighborhoods Initiative have the potential for over 40,000 new housing units.[10] The *Transbay Redevelopment Project Area Design for Development* encourages intense residential and other uses, and is anticipated to alter the types of uses, and substantially increase their density, in the project vicinity. The Transbay Redevelopment Area, as well as the C-3 area of the Downtown Neighborhoods Initiative and the Yerba Buena Center Redevelopment Project Area, already have and/or encourage residential densities consistent with or exceeding those currently zoned for the project site. The cumulative land use impacts of the proposed 135-unit residential building, combined with growth encouraged as part of the Downtown Neighborhoods Initiative would intensify the residential uses in the already intensively developed C-3 district. However, the growth is generally consistent with the initiative, and the proposed project, representing less than one percent of this growth, would not have any cumulatively significant land use impacts.

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[10] San Francisco Planning Department, *San Francisco's Downtown Neighborhoods Initiative (brochure)*, May 2003.

PROJECT VARIANT

The project site is occupied by a four-story office/retail building, currently vacant, and a one-story parking/storage building, currently used for parking. The project variant would replace the existing one- and four-story structures on the site with a 206-unit, 25-story residential building with ground-floor retail, which would increase the density of residential development in the project area. The land use impacts of the project variant would be the same as the proposed project, excepting residential density, which would be about one unit per 60 sq.ft. of lot area. As such, the project variant would have a residential density among the greatest in the immediate area; however, the density is not without precedent in high-rise buildings within the overall project setting. The mixed land use character of the area, which includes significant open spaces at Yerba Buena Center and smaller-scale historic buildings, would be retained with the project variant. The project variant and the zoning amendment for height reclassification would not result in specific or cumulative significant adverse land use impacts.

2.	**Visual Quality** – Could the project:	Yes	No	Discussed
a.	Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c.	Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Existing Visual Environment

The immediate vicinity of the project site is characterized by a variety of building heights and massing, ranging from low- and mid-rise buildings to the 31-story high-rise W Hotel one block west of the site at the northeast corner of Third and Howard Streets. Building styles vary from early twentieth century to contemporary, but excepting the nearby Yerba Buena Center, the buildings of recent design tend to maximize their building envelopes, thus are more visually prominent due to their greater height and massing. The open space areas of the Yerba Buena Center are located approximately one block to the west of the project site.

There is a variety of scale found in the buildings, streets, and open spaces of the project setting. Howard Street is a typically wide south of Market arterial street, running west from areas of new development by the Embarcadero, through the smaller-scaled southern Financial District, opening to the Yerba Buena Center and Moscone Center entrances, where it is spanned by a pedestrian walkway and flanked by sculptural lampposts and flagpoles, and continuing on through the SOMA, roughly toward Mount Davidson. Hawthorne Street is nearly half as wide and has served as a service street, providing access to industries and trade shops by bisecting the large south of Market block between Second and Third Streets. Running only two blocks between Howard and Harrison Streets, its scale, function, and closed visual termini are different in visual character than Howard Street. The elevated Interstate 80 freeway is located approximately two blocks south of the project site.

Although there are no street trees adjacent to the project site on Howard or Hawthorne Streets, street trees, and small-scale brick structures line Hawthorne across from the project site. The pedestrian ambiance continues with a private walkway, Hawthorne Lane, which runs behind the brick restaurant/brewpub across from the project site, connecting Hawthorne to Third Street and the Convention Center area. A wider pedestrian plaza opens up behind the Convention Plaza building. Figure 13 is a view toward Hawthorne from the Plaza (See also map Figure 8). The 11-story concrete-clad Convention Plaza building and the federal office buildings at Hawthorne and Folsom Streets were constructed between 1970 and 1980; these, as well as more recent construction, detract from an overall historic character for the setting. However, the pedestrian-scaled Hawthorne Street and inter-block walkway and plaza are notable visual quality assets of the immediate project setting.

Existing Views

There are no formally designated scenic views, viewpoints, or trails near the project site. Existing public views in the immediate vicinity of the project site are limited to the Howard Street right-of-way which provides a view, from the roadway and sidewalks on Howard Street, of a swath of Mt. Davidson, located about five miles southwest of the project site. However, this view is limited by the buildings lining Howard Street, as well as the Moscone Center pedestrian bridge over Howard Street between Third and Fourth Streets. Looking north of the project site along New Montgomery Street, the historic Miller & Pflueger Pacific Telephone & Telegraph Building is partially visible.

Photographs showing representative views of the project site have been taken at five locations (see Figure 8, page 31, for viewpoint locations):

- Figure 9, page 32, illustrates views from the Moscone Center pedestrian bridge over Howard Street, west of Third Street, looking east toward the project site. The historic Pacific Telephone & Telegraph building is visible from this vantage point, as is a small portion of the San Francisco Bay and Yerba Buena Island. The visible portions of the Bay and Yerba Buena Island are limited by the two bus loop ramps to the Transbay Terminal that cross Howard Street between First and Second Streets, as well as the existing buildings on both sides of Howard Street.
- Figure 10, page 33, illustrates views from the Children's Center of Moscone Center (located east of Zeum and south of Moscone Center South), looking east toward the project site.
- Figure 11, page 34, illustrates views from Howard Street east of Second Street, looking west toward the project site.
- Figure 12, page 35, illustrates views from Hawthorne Street south of Folsom Street, looking north toward the project site, and the Pacific Telephone & Telegraph building is visible from this vantage point.
- Figure 13, page 36, illustrates the sky views from the Convention Plaza, from Third Street, looking east toward the project site through a mid-block corridor created by a pedestrian lane, the north end of Kaplan Lane, and Hawthorne Lane.

The floor-to-floor height of the proposed building and its variant would be approximately nine feet for the residential floors. Some of the taller buildings in the immediate vicinity of the project site are commercial buildings with a greater floor-to-floor height. Therefore, comparison of building heights by looking at floor bands in the subsequent visual simulations can be misleading. The figures have been verified for accuracy.

Public views across the site are limited by intervening buildings. Views from more distant portions of Howard Street to the west of the site are limited by the 12-story Convention Plaza building at the southeast corner of Third and Howard Streets (201 Third Street) and the 31-story W Hotel at the northeast corner of Third and Howard Streets (181 Third Street). The Convention Plaza and other intervening buildings similarly limit views from the more distant portions of Howard Street to the east. Views from more distant portions of Hawthorne Street to the south are partially screened by intervening buildings. Hawthorne Street terminates at Howard Street; thus, no views of the site are available from the north.

Private southwest-facing views from the first four stories of the 16-story 199 New Montgomery Street residential building, located at the northeast corner of Howard and New Montgomery Streets to the northeast of the project site, are currently blocked by the four-story building on the project site. All or virtually all of the views to the northwest from the first ten floors of the 246 Second Street building are currently blocked by the ten-story building at 55 Hawthorne Street and the 22-story building at 75 Hawthorne Street, located west and northwest of 246 Second Street and immediately south of the project site. The nine-story St. Francis Place residential building (170 Hawthorne Street) is located on the west side of Hawthorne Street between Folsom and Harrison Streets. From east- and north-facing residences in this building, views of the historic 30-story Pacific Telephone & Telegraph Company building at 140 New Montgomery Street obscure further views to the northeast. Views across the project site from all but the top floors of the eight-story Hawthorne Place residential building (77 Dow Place), located on the east side of Hawthorne Street between Folsom and Harrison Streets, are blocked by the seven-story 633 Folsom Street building immediately to the north. For the top floors of 77 Dow Place, much of the north-facing view is blocked by the 33-story 75 Hawthorne Street building. The 31-story W Hotel has views across the project site from south- and east-facing rooms of the Bay Bridge and the eastern waterfront from upper levels. The 40-story St. Regis hotel and condominium building have views across the project site to the southeast from south-facing rooms and units, and top south-facing units of the 43-story Paramount Apartments have views across the project site as well (south-facing views from lower stories are blocked by the St. Regis and W Hotel buildings).

PROPOSED PROJECT

Aesthetic Effect

The proposed project would replace the existing buildings on site with a new 15-story contemporary building with retail at the ground floor and garage and residential entrances on Hawthorne Street, representing an increase to the existing building height of approximately 90 feet. The proposed project would include planting of trees in conformity with *Planning Code* and Department of Public Works requirements, which include provision of street trees every 20 feet. The proposed building, like other new construction, would use curtain wall construction and would have a glazed street frontage, thus making retail visible at the ground floor. The architectural character of the proposed project would be generally similar to other contemporary buildings in the area. The mixed scale and mixed historic and contemporary character of the area would continue with the proposed project.

Public Views

From the perspective of Figure 9, page 32, a view east along Howard Street from the Moscone Center pedestrian bridge, the northernmost portion of the proposed project building would be visible. However the building would not be prominent due to the intervening buildings on the south side of Howard Street. From this vantage point, the proposed project would be similar in height to the Convention Plaza building at the corner of Third and Howard Streets (201 Third Street), and substantially lower than the buildings on the opposite side of Howard Street. Views of the historic Pacific Telephone & Telegraph Company building from this vantage point would not be affected.

From the perspective of Figure 10, page 33, a portion of the top floors of the proposed project would be visible, but its height and visible mass would not be prominent.

From the perspective of Figure 11, page 34, a substantial portion of the building would be visible. The proposed project would be most prominent as seen from the east along Howard Street and by the corner with Second Street.

From the perspective of Figure 12, page 35, the top floors of the building would be visible. The proposed project would screen a portion of several floors on the eastern side of the historic Pacific Telephone & Telegraph Company building and a smaller portion of sky around it. From this particular viewpoint, the proposed project would appear as rising in height from neighboring 55 Hawthorne toward the clearly defined Pacific Telephone & Telegraph Company building.

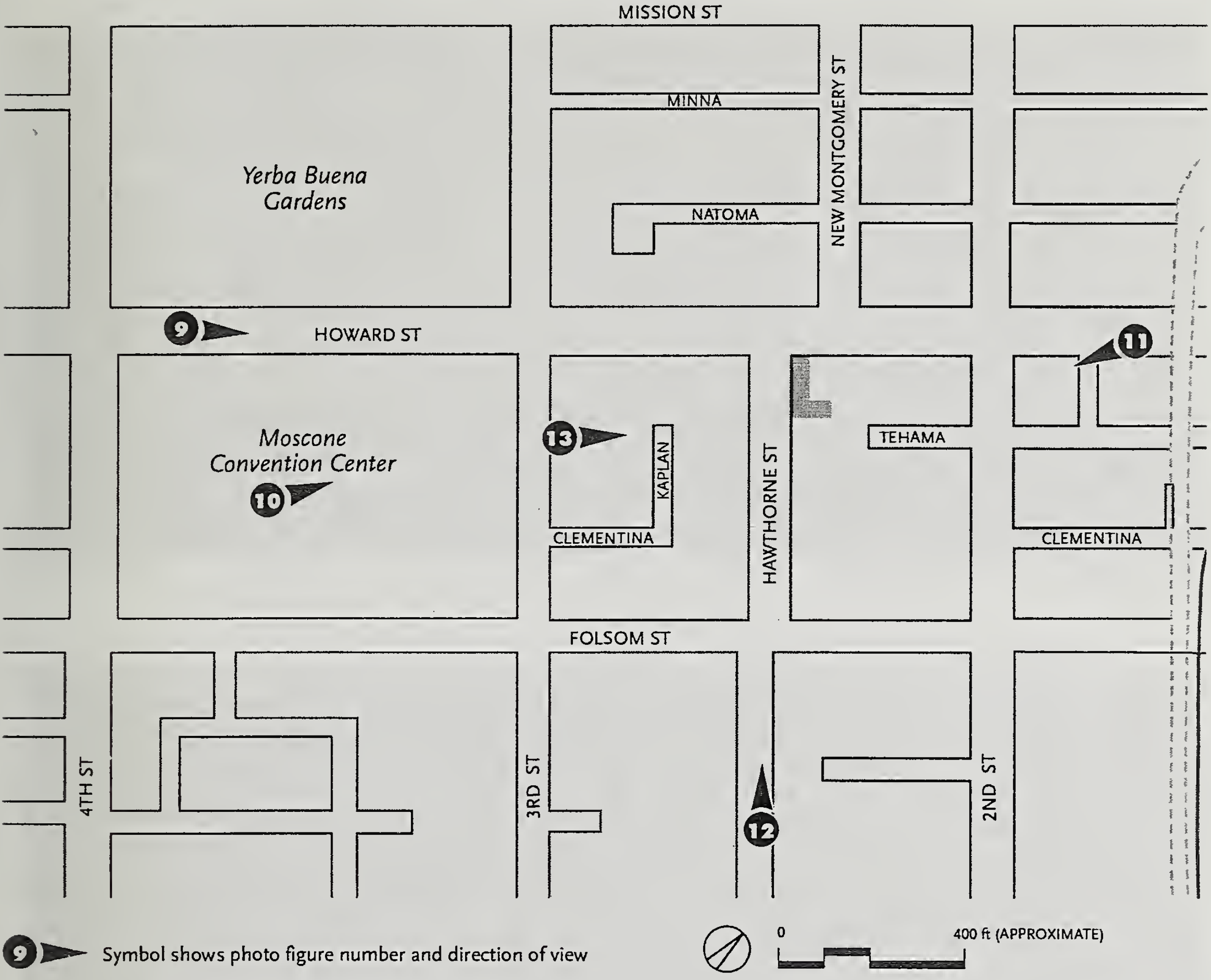
From the perspective of Figure 13, page 36, the proposed project would infill the Hawthorne streetwall, generally consistent with the 55 Hawthorne Street structure next door. This would contain the pedestrian plaza area and somewhat reduce the sense of passage created by the open sky between the existing buildings at the midblock.

The proposed project, at 15 stories, would be lower than the tallest buildings in the immediate vicinity (including the 31-story W Hotel, the 22-story office building at 75 Hawthorne Street, the 30-story Pacific Telephone & Telegraph Company building at 140 New Montgomery Street, and the 16-story residential building at 199 New Montgomery). While the project would be one of the taller buildings in the project block, and would be visually prominent, its height, massing, and style would not be aesthetically inconsistent with the existing urban form of mixed low-, mid- and high-rise buildings.

The project would be visible from nearby portions of Howard and Hawthorne Streets. From most other more distant public vantage points on nearby streets, intervening buildings would screen most of the project, although the upper floors, which would rise above most nearby buildings, would be visible from scattered locations. The upper portion of the building would be visible from some more distant viewpoints, but its visual prominence would be reduced by distance and the surrounding dense urban development including other high-rise buildings.

Public views of Mt. Davidson to the west and Yerba Buena Island to the east would not be substantially altered by the proposed project, due to the siting of the proposed project and the existing buildings flanking the site on either side of Howard Street. The project would not block any scenic view from public areas in the project vicinity (such as the open areas of the Yerba Buena Center), including the limited views of San Francisco Bay and Yerba Buena Island discussed above. The project would not block any designated scenic views or vistas, nor would it significantly alter any important views of the downtown skyline. Transitory views of the Pacific Telegraph and Telephone Company from portions of the City south of the project site may be affected, but would be limited in nature. Based on the impact of the proposed building mass on the above views from public rights-of-way and gathering places, the project would most noticeably affect the setting from the east of the project, and to some degree the pedestrian plaza at mid-block.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change, and the project would not appear to result in such a change. The project would add a clearly contemporary structure to Hawthorne Street, offsetting the historic fabric of the street. Although the change at the street-level would be pronounced, adding a streetwall at great height relative to the width of the street, the pedestrian street scale and passage on the west would be preserved. The project would be consistent with the general pattern of lot line construction and the



9 Symbol shows photo figure number and direction of view

9 View looking northeast from Moscone Center pedestrian bridge above Howard Street

10 View Looking northeast from Moscone Center

11 View looking west from Howard Street (East of Second Street)

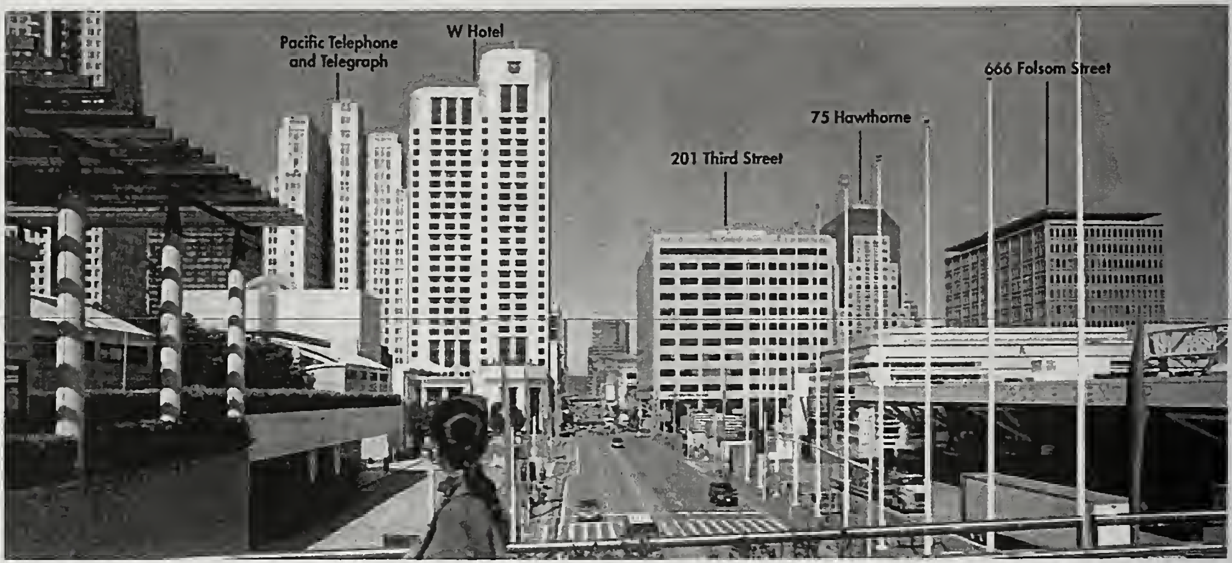
12 View looking north from Hawthorne Street between Folsom and Harrison Streets

13 View looking east from Third Street between Howard and Folsom Streets

Source: During Associates

11-9-05

Viewpoint Locations Figure 8



Existing View

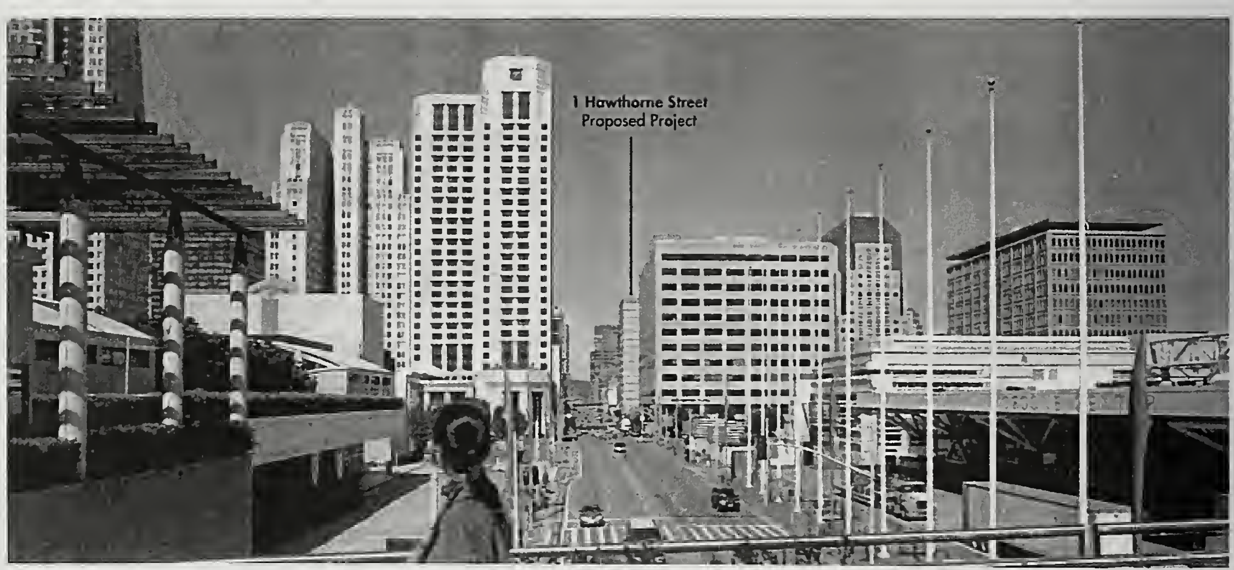
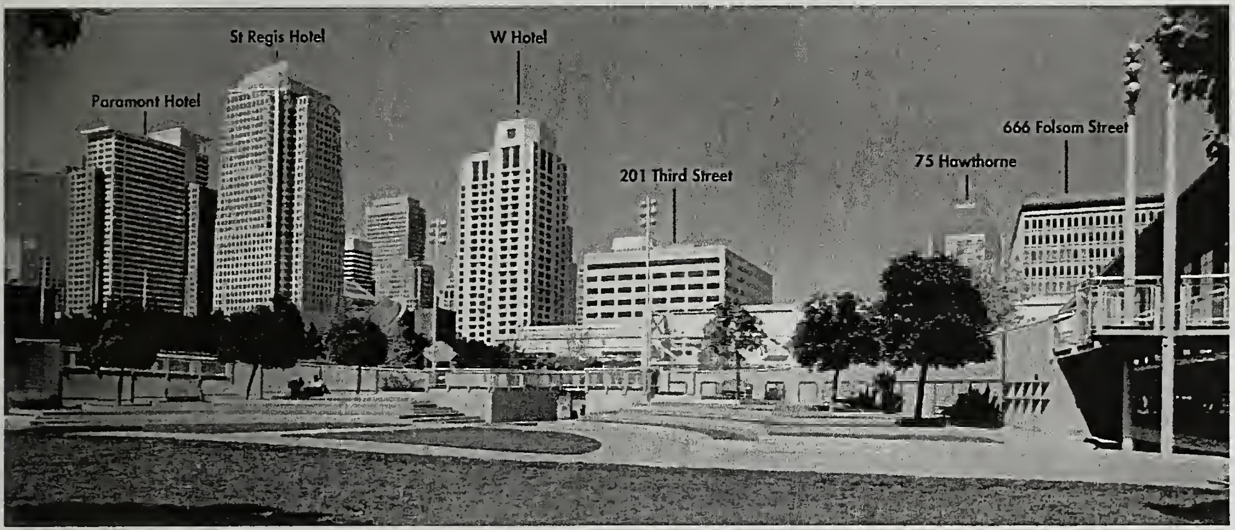


Photo Rendering with Proposed Project

Source: Square One Productions

12-20-05

View Looking Northeast from Moscone Center Pedestrian Bridge Above Howard Street Figure 9



Existing View

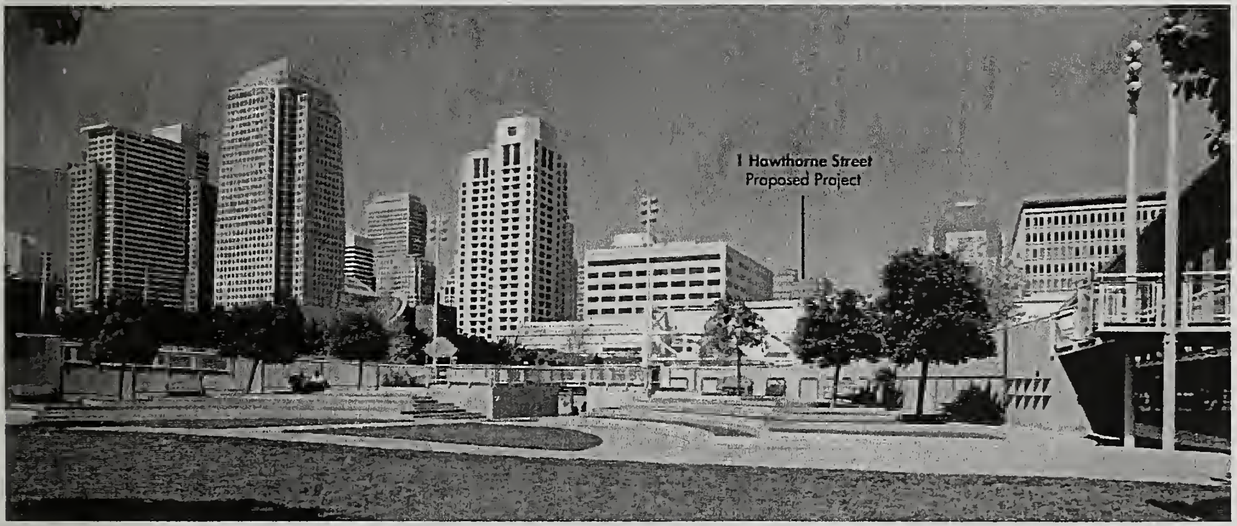


Photo Rendering with Proposed Project

Source: Square One Productions

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View Looking Northeast from Moscone Center Figure 10

Existing View

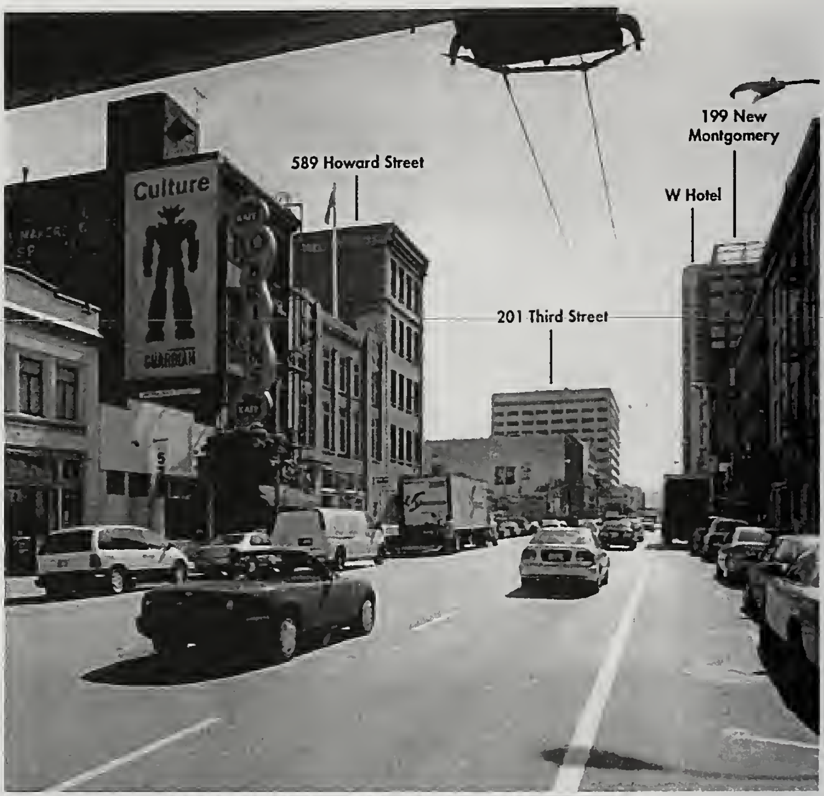
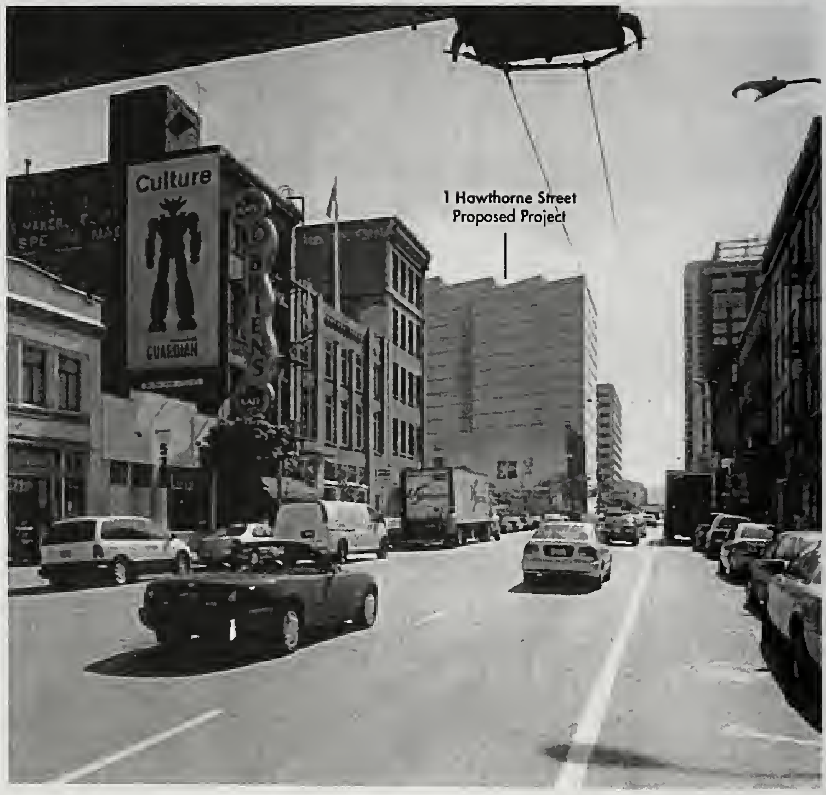


Photo Rendering with Proposed Project



Source: Square One Productions

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View Looking West from Howard Street (East of Second Street) Figure 11

Existing View

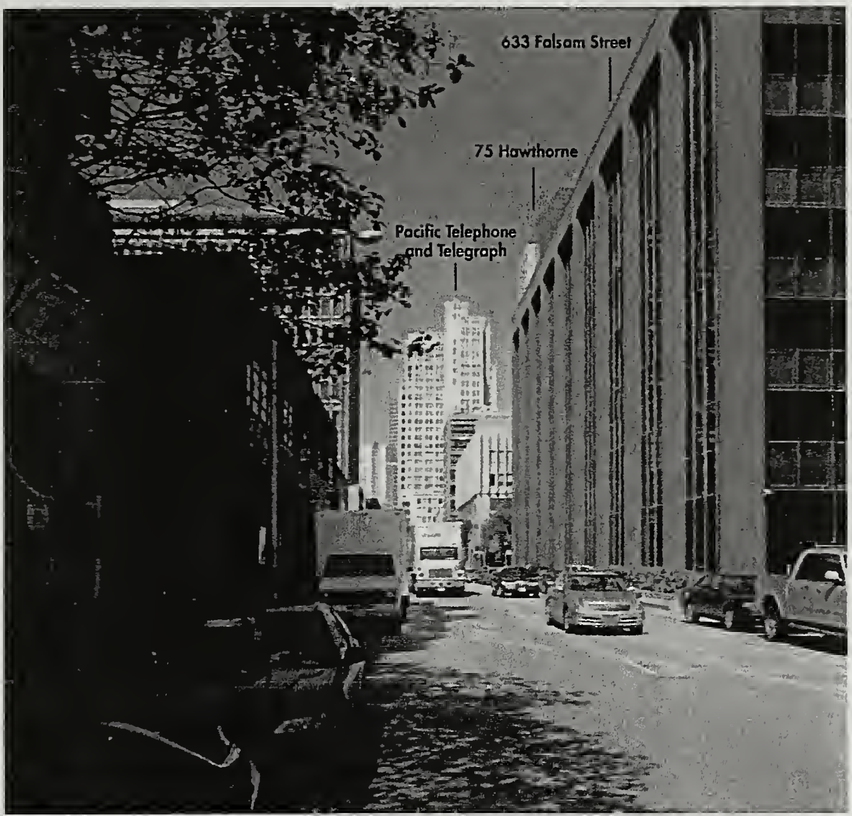
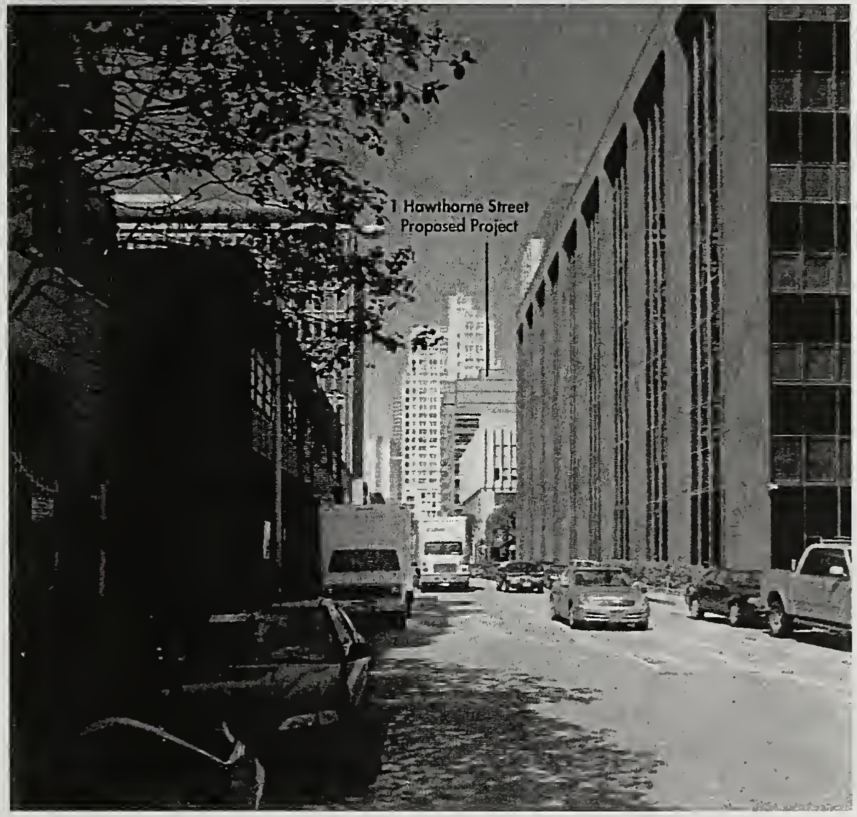


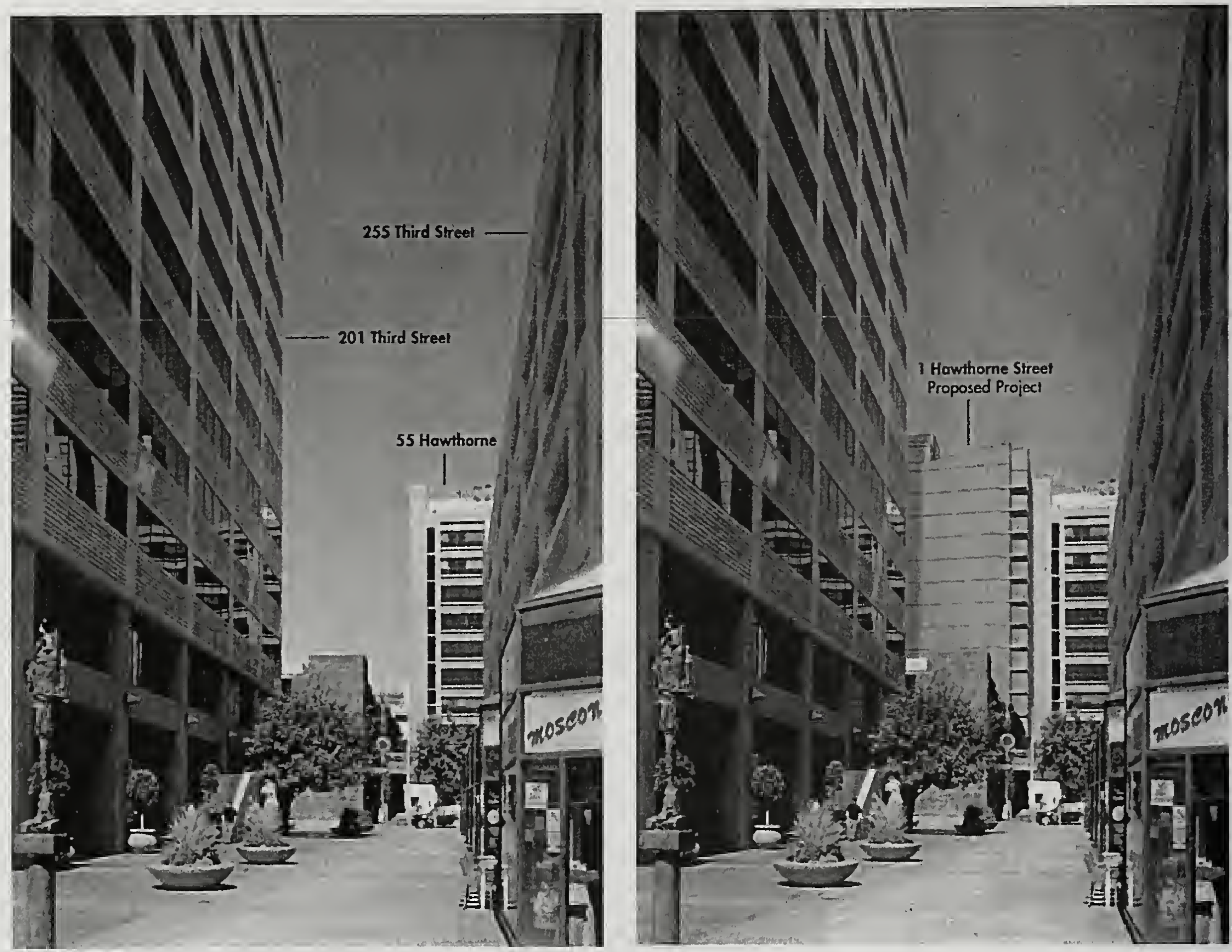
Photo Rendering with Proposed Project



Source: Square One Productions

[illegible]

View Looking North from Hawthorne Street between Folsom and Harrison Streets Figure 12



Existing View

Photo Rendering with Proposed Project

Source: Square One Productions

12-17-05

View Looking East from Third Street between Howard and Folsom Streets Figure 13 form of new construction in the area. The mid-rise structure would contribute to the changing urban form of the area, but its contribution to the overall massing form of Downtown would be minor, and the proposed project would not be considered to have a significant impact.

Private Views

In addition to the effects on views from public areas discussed above, some views from private buildings would be affected. The 16-story 199 New Montgomery Street residential building is located on the northeast corner of Howard and New Montgomery Streets, northwest of the project site. Some views to the southwest from the south- and west-facing residences in the upper 12 stories of this building would be obstructed by the project building, which, at 15 stories, would be similar in height to the 199 New Montgomery Street residential building.

From some north-facing residences on the upper three floors of the 13-story 246 Second Street residential building, a portion of the views of the skyline to the northwest would be blocked by the proposed project. Most all of the views to the northwest from the first ten floors of the 246 Second Street building are currently blocked by existing buildings on Hawthorne Street.

The nine-story St. Francis Place residential building (170 Hawthorne Street) is located on the west side of Hawthorne Street between Folsom and Harrison Streets. From east- and north-facing residences in this residential building, a small portion of the views of the skyline and Downtown to the northeast would be blocked further by the proposed project. Views of the 30-story Pacific Telephone & Telegraph Company building at 140 New Montgomery Street, beyond those blocked by the 22-story 75 Hawthorne Street building, would also be obscured by the project.

The recently constructed eight-story Hawthorne Place residential building (77 Dow Place) is located on the east side of Hawthorne Street between Folsom and Harrison Streets. With the exception of the top floors, almost all of the views to the north are already blocked by the existing seven-story 633 Folsom Street building immediately to the north of 77 Dow Place. Views of the Pacific Telephone & Telegraph Company building are already blocked by the 75 Hawthorne Street building.

The 31-story W Hotel is located west of the project site at the northeast corner of Third and Howard Streets. From east- and south-facing rooms in this hotel, a portion of the views of the Bay Bridge and the eastern waterfront to the southeast would be blocked by the proposed project. In addition, the proposed project would be visible from some of the rooms of the 40-story St. Regis Hotel and condominium building and the 43-story Paramount Apartments. The effect on views of short-term hotel patrons would be reduced by its transient nature.

Reduced private views for some of the nearby occupants and visitors in the 199 New Montgomery Street, 246 Second Street, 170 Hawthorne Street, 77 Dow Place, and Paramount residential buildings, the W Hotel, and the St. Regis hotel and condominium building, would be an unavoidable consequence of the proposed project or any project built to maximum allowable height under existing controls. Nonetheless, these would be undesirable changes for those individuals whose views would be blocked by the proposed project

Light and Glare

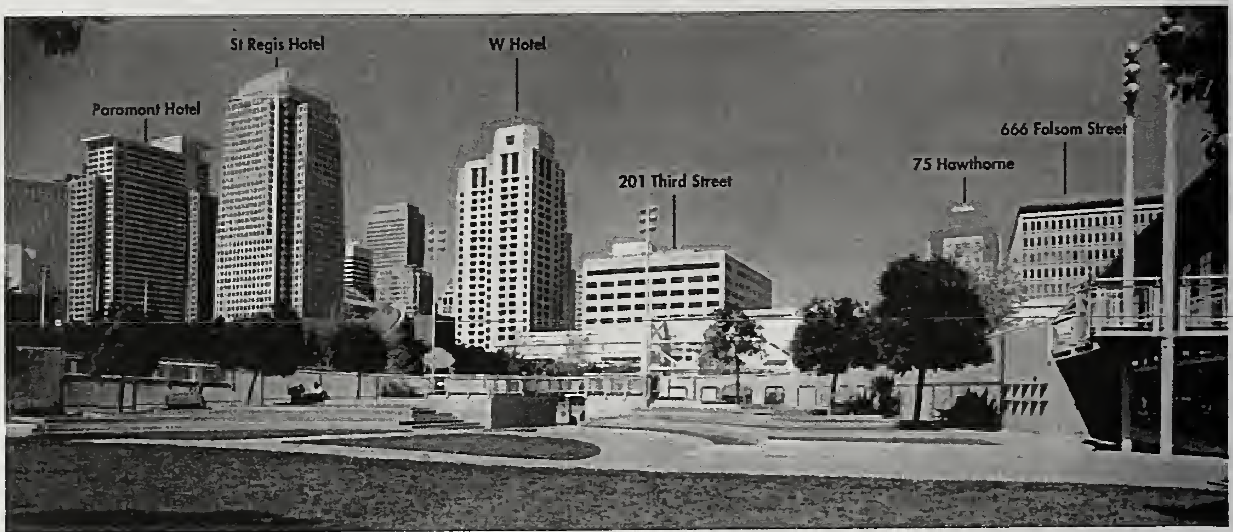
The project would comply with Planning Commission Resolution 9212 which prohibits the use of mirrored or reflective glass. The proposed project would replace the buildings on site with a 15-story residential building with ground floor retail that would include lighting typical of other buildings of similar use and recent construction in the project vicinity. The building would give off more light than the existing building due to the proposed project's larger building's larger size and area of glazing. These effects are typical of other such structures in the area. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially impact other properties.

The proposed project would not have a substantial, demonstrable negative aesthetic effect; would not substantially degrade or obstruct any scenic vista observed from public areas; and would not generate obtrusive light and glare. Therefore the project would have a less-than-significant impact on visual quality.

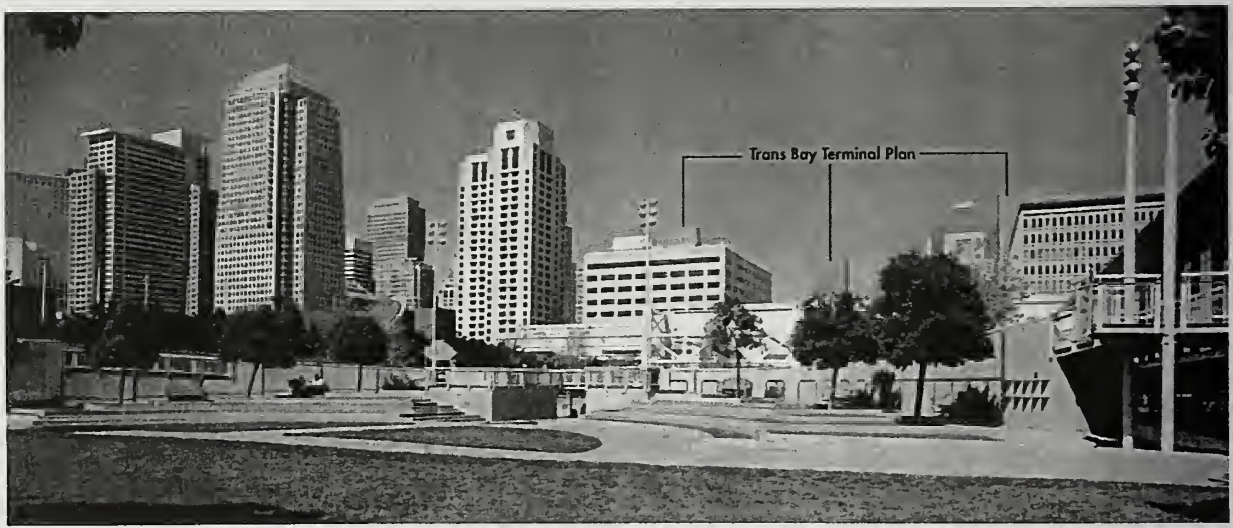
Cumulative Visual Analysis with Proposed Project

The following discussion addresses cumulative visual impacts of the proposed project together with the possible build-out of structures discussed under the *Transbay Redevelopment Project Area Design for Development.* The approximately 40-acre Transbay Redevelopment Project Area begins one block east of the project site and is generally bounded by Mission, Main, Spear, Folsom, Essex, Harrison, Second, and Minna Streets. Howard Street bisects the Redevelopment area, which, at its western boundary, spans over three city blocks. Because information available on the buildings associated with the Transbay Redevelopment Project Area is general in nature, they are represented as anticipated massings, and include three high-rises between Folsom and Howard Streets. The cumulative analysis conservatively assumes the full massing anticipated in that document, as there are no specific projects before the Planning Commission subject to approval in the project area. Figure 14, page 40, is a cumulative visual simulation created from the same vantage point shown in Figure 15, page 41, and includes the proposed project-specific visual simulation shown in Figure 10, page 33. Because the buildings associated with the Transbay Redevelopment Project Area would not be visible from the other four vantage points illustrated in Figures 9 and 11 through 13, cumulative visual simulations were not prepared for these viewpoints.

Figure 15, page 41, illustrates changes in views looking east from the Children's Center at Moscone Center (from the same viewpoint as in Figure 10 above). The proposed project would add relatively a small new element to the existing and cumulative pattern of vertical high-rise structures separated by lower structures. The proposed project in the cumulative scenario would contribute to the changing urban form of the area, and continue the trend toward more mid- and high-rise buildings of contemporary design character. The proposed project together with cumulative projects would not have a demonstrable negative aesthetic effect on the area as a whole. Cumulative visual impacts of the project would be less than significant.



Existing View



Existing View with Cumulative Projects

Source: Square One Productions

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View Looking Northeast from Moscone Center—Cumulative Scenario   Figure 14

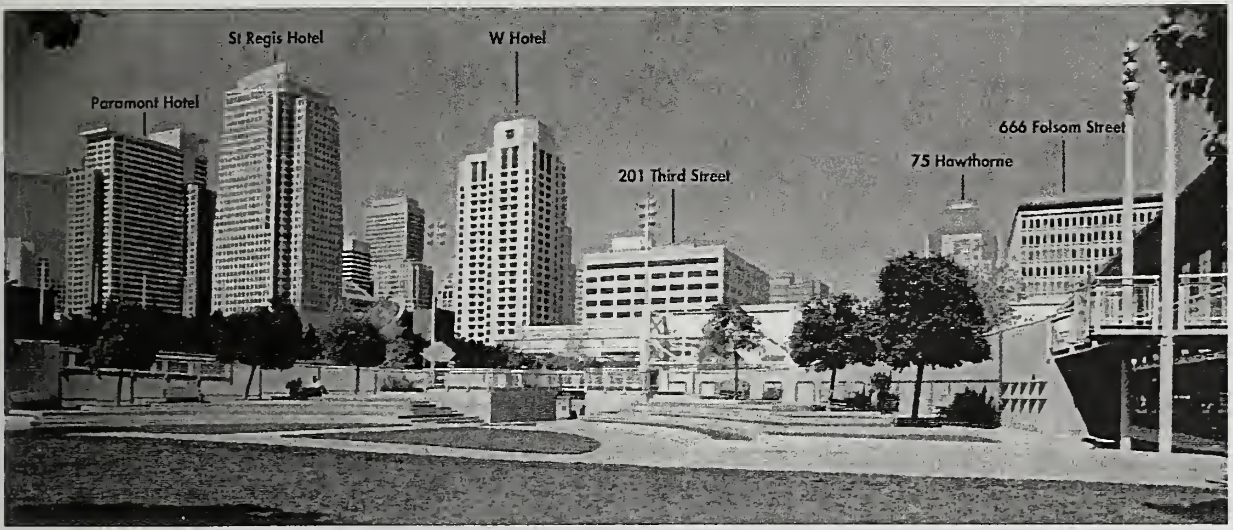


Photo Rendering with Proposed Project

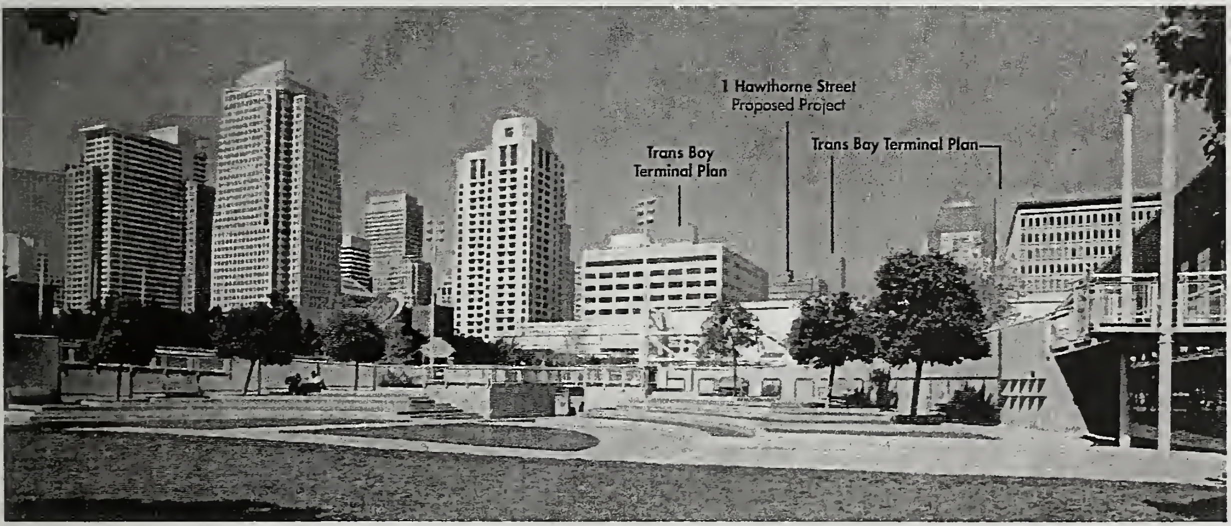


Photo Rendering with Cumulative Projects

Source: Square One Productions

12-17-05

View Looking Northeast from Moscone Center —Cumulative Scenario Figure 15

PROJECT VARIANT

Aesthetic Effect

The project variant would add 100 feet to the height of the proposed project, with a 20-foot setback at the sixteenth floor on the Howard Street side. The setback would be at the point that the proposed project roofline would be; thus, the project variant would add an additional 10 stories to the Hawthorne Street structure, setback from Howard Street. Compared with the proposed project, the project variant would be more clearly a high-rise building. The photosimulations on the following pages show the massing of the proposed variant from the same views as the proposed project. The additional bulk that would be allowed with the legislative rezone is limited to the project site and is fairly modeled by the project variant, thus its impact on visual quality is also evaluated below.

Public Views

Figure 16, page 44, illustrates views of the project variant from the same viewpoint as Figure 9. From this perspective, the additional mass of the variant's upper floors would be visible above the Convention Plaza building and would result in a more visible structure than the proposed project. From this vantage point, the project variant streetwall would be similar in height to other structures on Howard or Hawthorne Streets.

Figure 17, page 45, illustrates views from the same viewpoint as Figure 10. From this perspective, the additional mass of the variant would rise above the Convention Plaza building and would result in a more prominent structure than the proposed project.

Figure 18, page 46, illustrates views from the same viewpoint as Figure 11. Unlike the proposed project, the project variant would be the tallest building apparent from this vantage point, and would be unusually visually prominent in both height and massing. From this perspective, the entire mass of the building would be apparent along the length of the project site, unlike with the proposed project where the southern half of which would be screened by 589 Howard Street.

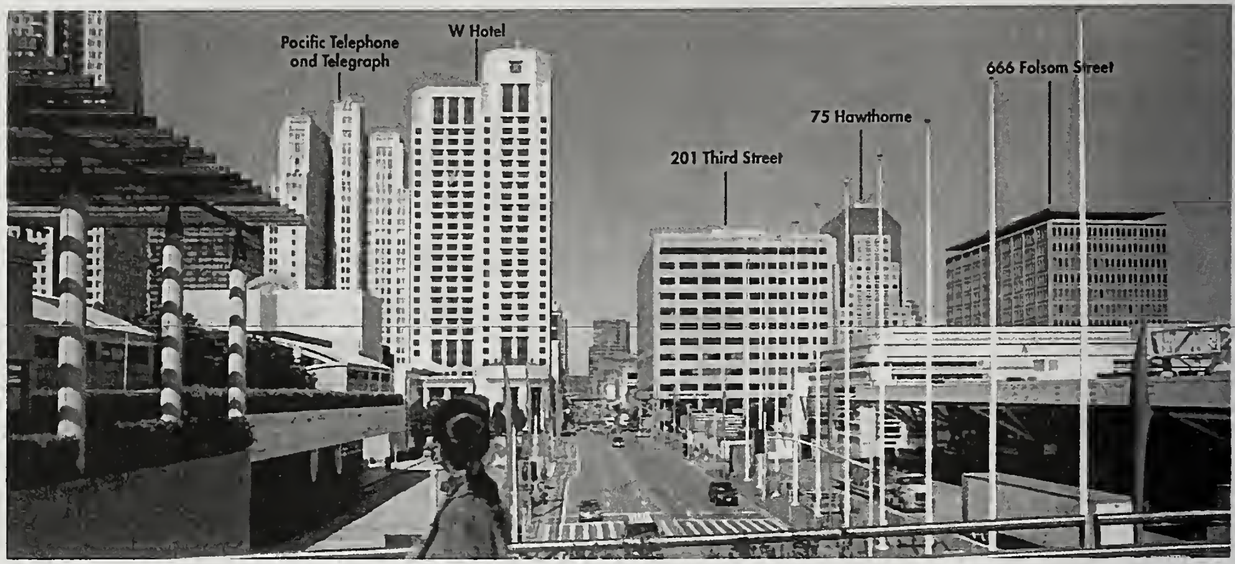
Figure 19, page 47, illustrates views from the same viewpoint as Figure 12. From this perspective, the upper floors of the project variant would be apparent, and it would add a greater mass to the buildings on the east side of Hawthorne Street than the proposed project. The project variant would infill a portion of the streetwall, screening the eastern half of the historic Pacific Telephone &

Telegraph Company building and a portion of sky around it. From this particular viewpoint, the project variant would appear as a midpoint in building heights graduated between that of the Pacific Telephone building and 75 Hawthorne Street.

Figure 20, page 48, illustrates views from the same viewpoint as Figure 13. From this perspective, the project variant would infill the Hawthorne streetwall, appearing roughly twice the height of the 55 Hawthorne structure next door. The variant would emphasize a sense of greater building heights along Howard Street. The pedestrian plaza area would seem contained, as it would with the proposed project.

The project variant, at 25 stories, would be in the same range of heights as the tallest buildings in the immediate vicinity (including the 31-story W Hotel, the 22-story office building at 75 Hawthorne Street, the 30-story Pacific Telephone & Telegraph Company building at 140 New Montgomery Street, and the 16-story residential building at 199 New Montgomery). While the project variant would be visually prominent, its height, massing, and style would not be aesthetically inconsistent with the existing urban form of mixed low-, mid-, and high-rise buildings.

Compared to the proposed project, more of the upper portion of the project variant would be visible from some of the public areas in the project vicinity (such as the open areas of the Yerba Buena Center). Compared to the proposed project, the project variant would have a more pronounced effect on the setting from the east of the project. Views north along Hawthorne and other transitory views of the Pacific Telegraph & Telephone Company building from portions of the City south of the project site would be affected, but would be limited in nature. The project variant would add a more prominent and clearly high-rise residential building, compared to the proposed project, to an existing urbanized, mixed-use neighborhood, and would not be visually inconsistent with buildings within the project setting, would not cause a substantial and demonstrable negative change, and would not be considered to have a significant impact.



Existing View

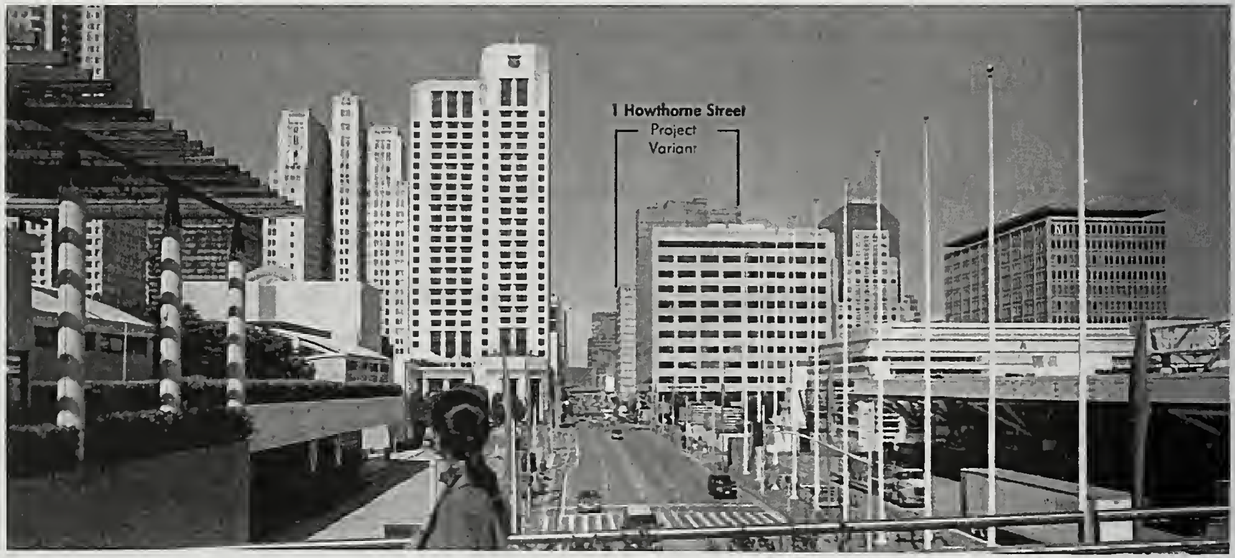
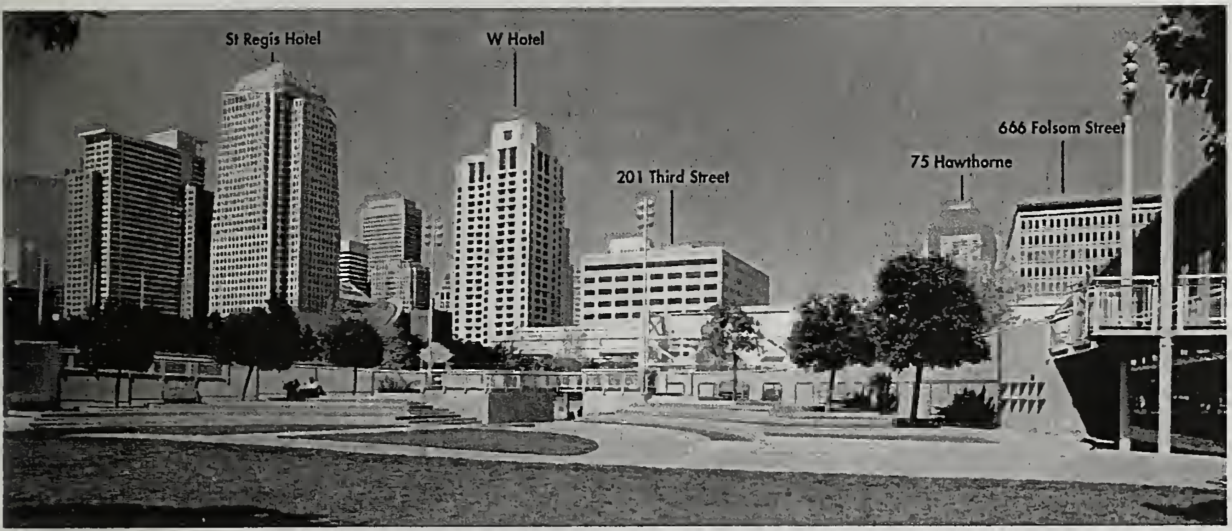


Photo Rendering with 250 Foot Project Variant

Source: Square One Productions

12-20-05

View Looking Northeast from Moscone Center Pedestrian Bridge Above Howard Street Figure 16



Existing View

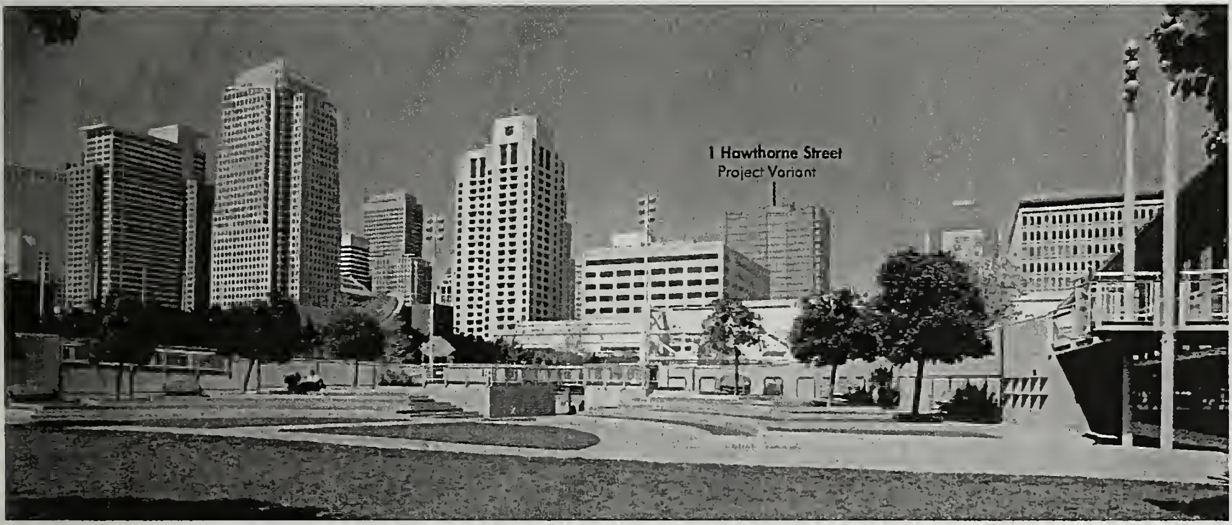


Photo Rendering with 250 Foot Project Variant

Source: Square One Productions

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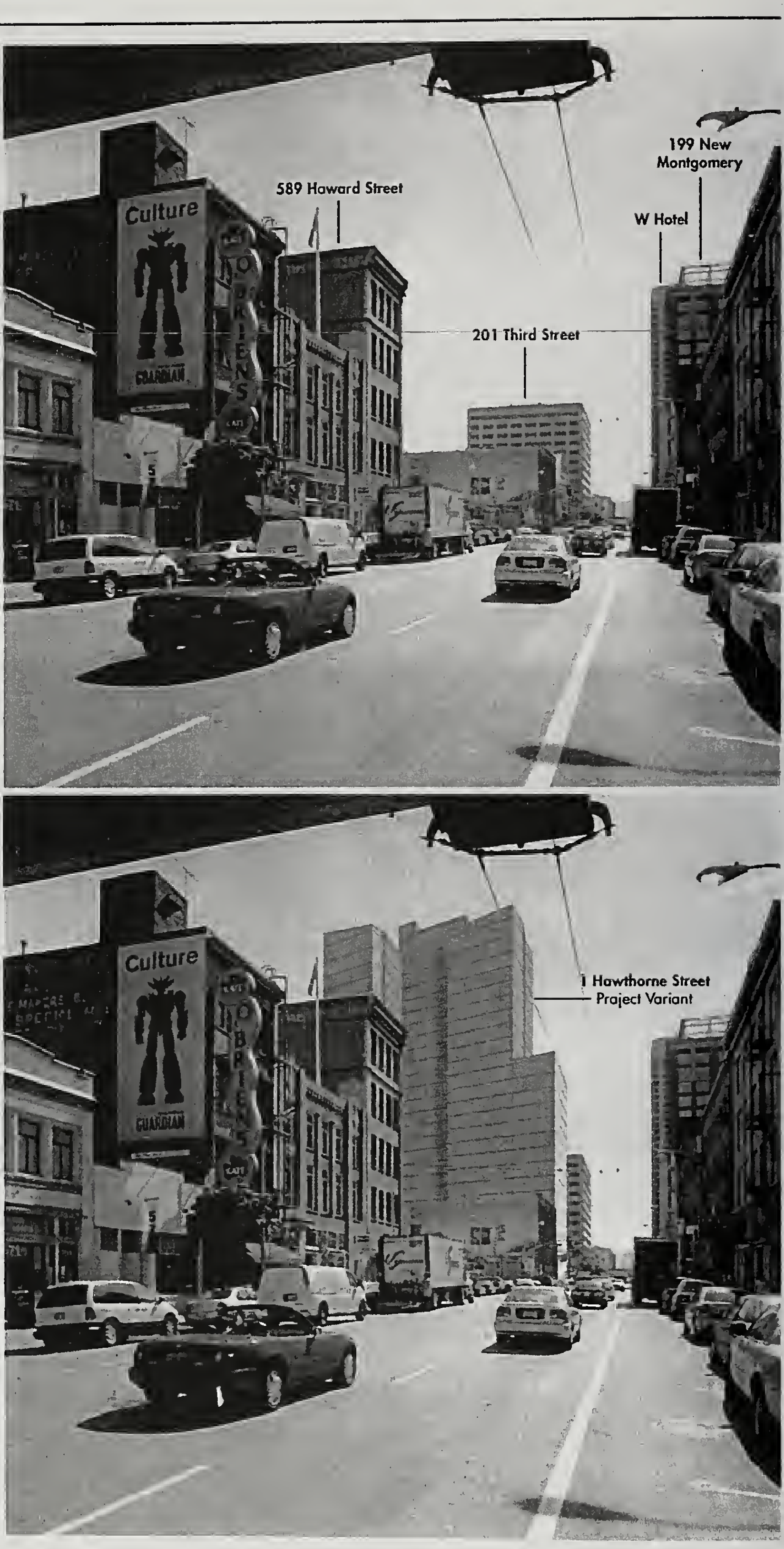
View Looking Northeast from Moscone Center Figure 17



Existing View

Photo Rendering with 250 Foot Project Variant

Source: Square One Productions

12.17.05

View Looking West from Howard Street (East of Second Street) Figure 18

Existing View

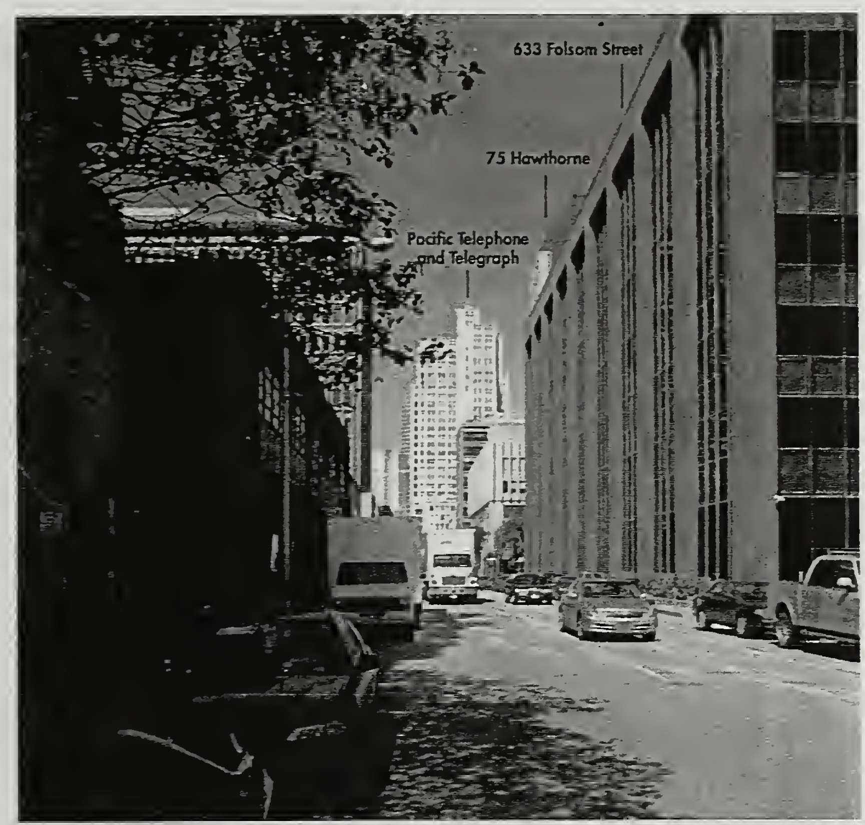
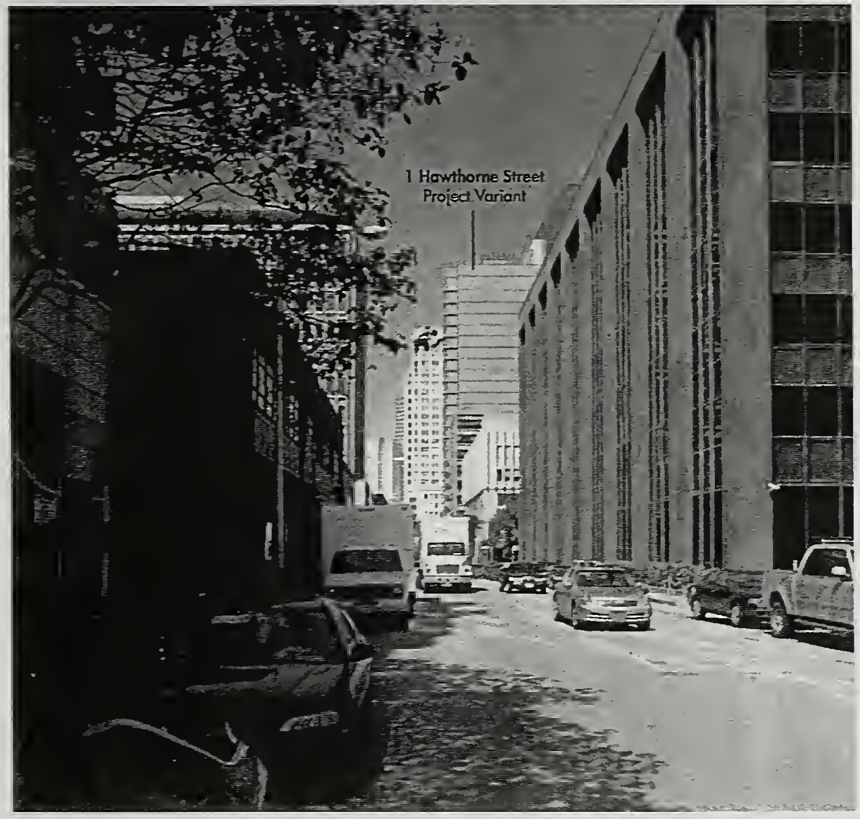
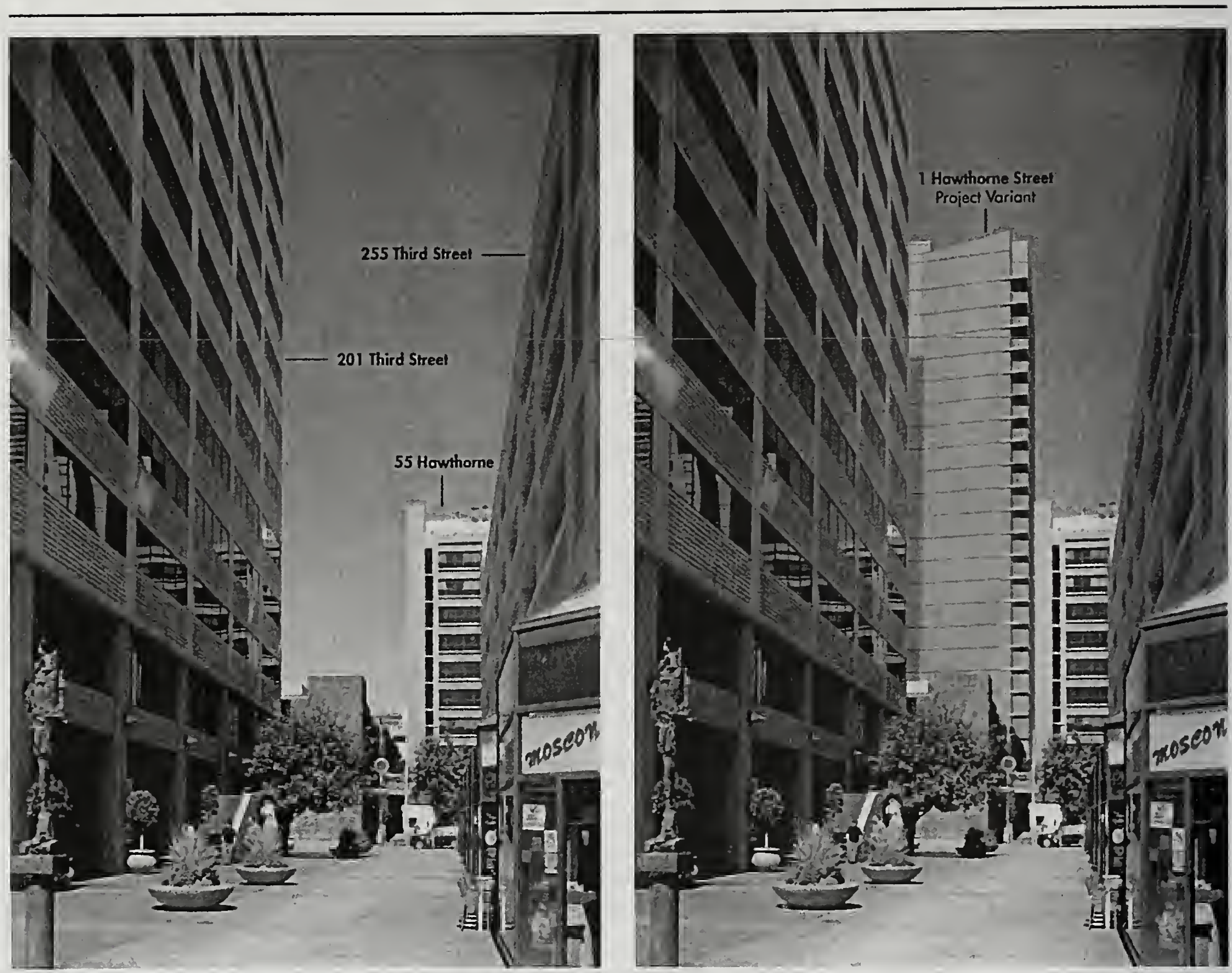


Photo Rendering with 250 Foot Project Variant



Source: Square One Productions

View Looking North from Hawthorne Street between Folsom and Harrison Streets Figure 19



Existing View

Photo Rendering with 250 Foot Project Variant

Source: Square One Productions

12-17-05

View Looking East from Third Street between Howard and Folsom Streets Figure 20

Private Views

Views from private residences would have a somewhat greater portion of the remaining views blocked with the project variant, however most of the impact on views would be experienced with the proposed project or any project which would build to the height limit on the site. The additional increment of private views obscured with the variant over the proposed project is not substantial. Other private views in the direction of the project variant from residential towers further away, such as Rincon Hill, may also be affected to some degree.

The project variant would not have a substantial, demonstrable negative aesthetic effect; would not substantially degrade or obstruct any scenic vista observed from public areas; and would not generate obtrusive light and glare. Therefore the project variant and height reclassification would have a less-than-significant impact on visual quality.

Cumulative Visual Analysis with Project Variant

The following discussion addresses cumulative visual impacts of the project variant together with the possible build-out of structures discussed under the *Transbay Redevelopment Project Area Design for Development.* Figure 21 illustrates changes in views looking east from the Children's Center at Moscone Center (from the same viewpoint as in Figures 10 and 17, above). From this perspective, the project variant would be more prominent that the proposed project, but the new high-rise would not be an especially prominent feature of the overall skyline as part of the cumulative development anticipated for the area. The zoning reclassification would be co-terminus with the project, would not extend to areas off the project site, and therefore would not have cumulative impacts to the reclassification of other lots in the area. The project variant together with cumulative projects would not have a demonstrable negative aesthetic effect on the area as a whole. Cumulative visual impacts of the project variant would be less than significant.

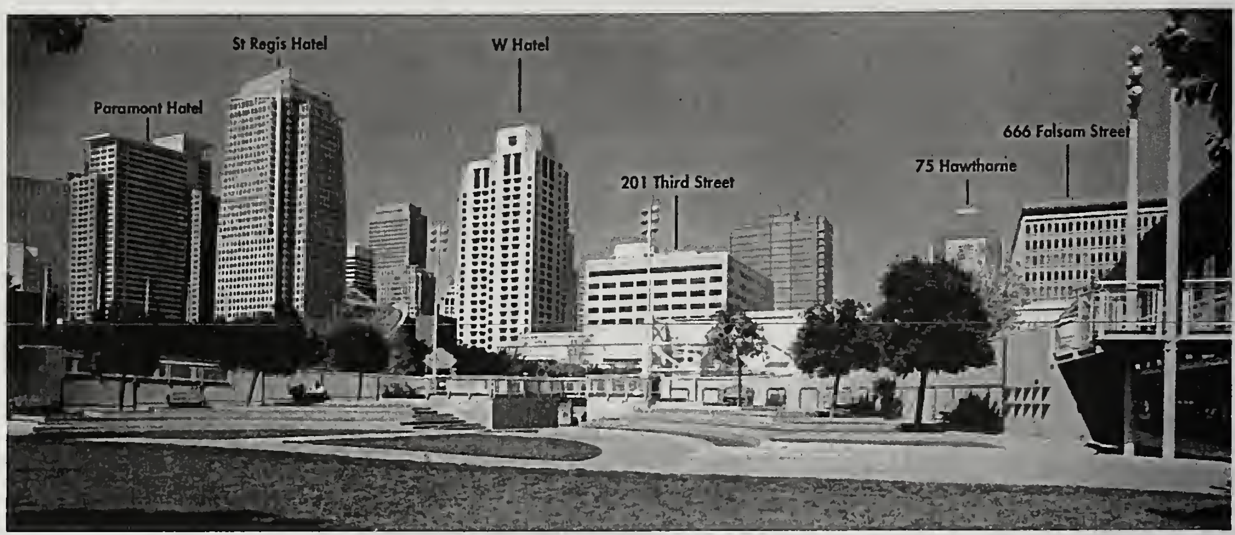


Photo Rendering with 250 Foot Project Variant

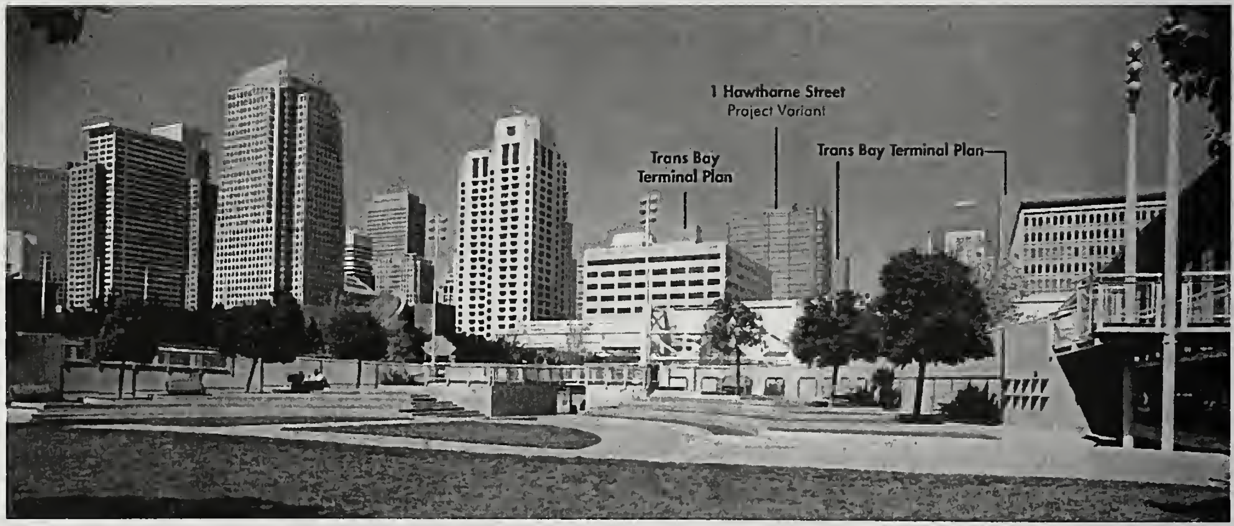


Photo Rendering with 250 Foot Project Variant and Cumulative Projects

Source: Square One Productions

12.17.05

View Looking Northeast from Moscone Center—Cumulative Scenario Figure 21

3. **Population** – Could the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

PROPOSED PROJECT

The proposed project would add approximately 135 residential condominium units, comprised of approximately 51 studios, 53 one-bedroom units, and 31 two-bedroom units. Based on Census 2000 data for Census Tract (CT 179.01) data, a maximum 3.4 persons on average might occupy two- or more bedroom units, or between 3 and 4 residents, and 1.3 persons smaller units or between 1 and 2 residents.[11]. The project site currently contains no dwelling units, thus no residents would be displaced or dwelling units demolished by the project. The proposed project would result in between approximately 197 and 332 new residents on site.

The proposed project would result in approximately seven new maintenance, janitorial, and building management employees, related to the residential use. In addition, the proposed 4,500-square-foot retail space would create approximately 13 new retail positions, at 350 square feet per retail employee.[13] The existing four-story office/retail building is essentially vacant; since February 2005 the only tenancy has been for the temporary offices of the building owner and development partnership, four persons, until the commencement of the project. Since these are temporary offices related to the project, these are not counted as potentially displaced workers or businesses in this analysis. Previous lead tenant BRIDGE Housing relocated elsewhere in San Francisco in 2004. The existing month-to-month parking operation in the parking/storage building has no associated employees. Therefore, the project would result in approximately 20 new employees on site, without any employee displacement. Combining new residents and employees, the total net increase in daily population on the project site would be between approximately 217 and 352 people.

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[11] Table QT-H2 Tenure, Household Size, and Age of Householder: 2000, and DP-4 Profile of Selected Housing Characteristics: 2000, Summary File. Census Tract 179.01, San Francisco County, California. These tables are available for public review by appointment in Project File No. 2004.0852E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

[13] City and County of San Francisco, Department of City Planning, Table C-1, *Transportation Guidelines,* October 2002.

The new retail and residential-support jobs on the site could generate an increased demand for housing of up to approximately 13 dwelling units (at a ratio of 1.5 employees per household). The project workers' housing demand would be small relative to the existing San Francisco housing stock and vacancy rate. Since the sponsor expects to fulfill inclusionary housing requirements in some form off-site, and since the units for sale in the building would most likely not be affordable to retail or service workers, affordable housing required for these workers would be met elsewhere than within the project. The process by which San Francisco BMR units are developed is described on page 3; at the time of publication there were approximately 20 for-purchase BMR condominium units and a number of completed BMR rental projects, which maintain their own waiting lists, throughout San Francisco.[14]

The C-3-O (SD) zoning for the project area encourages intense development and concomitant increase in population density. As noted previously, the principally permitted residential density zoned for this site is up to one unit for every 125 sq.ft. of lot area, and the project proposes one unit for every 90 sq.ft. of lot space through Conditional Use authorization. The project would be consistent with vicinity Redevelopment housing development densities. The project would be consistent with the Citywide Action Plan goals for the project area to develop residential units close to the Downtown Financial District, to provide local housing for downtown workers and reduce travel time and concomitant negative environmental effects and negative effects on traffic. The *General Plan* Housing Element includes goals for increased residential density in order to provide for the greatest housing need, i.e. for the majority of the San Francisco workforce which is expected earn below 80% of area median income. The proposed development would contribute BMR units to the City, but would not meet these goals beyond the levels already required for provision of inclusionary housing units. The project would add to the housing supply in the project vicinity in the Downtown Financial District.

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[14] Information available online at http://www.sfraaffordablehousing.org. Accessed for this report on January 9, 2006.

The growth associated with the proposed project is anticipated in the *General Plan* and the proposed project would not induce substantial growth or unsupported concentration of population. Based on the above analysis, no significant physical environmental effects on housing demand or population would occur due to the project.

PROJECT VARIANT

The project variant would add approximately 206 residential condominium units, comprised of approximately 27 studios, 49 one-bedroom units, 68 one-bedroom-plus units, and 62 two-bedroom units. The proposed project would result in between approximately 330 and 536 new residents on site. This represents an additional 133 to 204 potential residents compared to the proposed project. The residential density of the project variant would be about one unit for every 60 sq.ft. of lot area, through Conditional Use authorization. The variant is not anticipated to require additional maintenance, janitorial, and building management employees beyond that of the proposed project, thus the number of employees and related housing demand would not be greater with the project variant. The growth associated with the project variant is anticipated in the *General Plan,* and the variant and zoning amendment, which would be co-terminus with the project site, would not induce substantial growth or unsupported concentration of population and would increase housing stock in the project vicinity in the Downtown Financial District.

Based on the above analysis, no significant physical environmental effects on housing demand or population would occur due to the project variant.

CUMULATIVE POPULATION EFFECTS

The Downtown Neighborhoods Initiative anticipates up to 4,500 additional residential units in the C-3 district,[15] or 8,550 new residents in the district, based on a city-wide household density factor of 1.90.[16] The project's and project variant's 197 to 536 new residents would make a small fraction of that growth, approximately 2.3 to 6.3 percent. The new residents would add to the future growth of the population of San Francisco, but would not be considered a substantial addition to the projected population of the City, nor would the zoning amendment induce substantial cumulative population growth.

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[15] San Francisco Planning Department, *Downtown Neighborhoods Initiative Program Overview,* May 2003. This brochure is available for review online, at http://www.sfgov.org/site/uploadedfiles/planning/citywide/pdf/dni_brochure.pdf.

[16] The city-wide residential density factor is consistent with Census 2000 data: QT-H2. Tenure, Household Size, and Age of Householder: 2000 Data Set: Census 2000 Summary File 4 (SF 4) - Sample Data Geographic Area: San Francisco CCD, San Francisco County, California. This table is available for public review by appointment at the San Francisco Planning Department, 1660 Mission Street, Fifth Floor, as part of Case File No. 2004.0852E.

4. **Transportation/Circulation** – Could the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	☐	■	■
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	☐	■	■
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	☐	■	■
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	☐	■	■

A transportation study was prepared by an independent consultant to address existing transportation conditions and potential impacts associated with the proposed development.[17] The results of that study are summarized below.

SETTING

Traffic

Howard Street runs between The Embarcadero and South Van Ness Avenue. It is a two-way arterial with two travel lanes in each direction between The Embarcadero and Fremont Street, and a one-way arterial west of Fremont Street with four travel lanes in the westbound direction. In the vicinity of the project site, Howard Street has on-street parking on both sides of the street; however, parking is prohibited along the north curb during the p.m. peak period (4:00 to 6:00 p.m.) to provide an additional traffic lane. The Howard Street sidewalk adjacent to the project site is ten-feet in width. The San Francisco General Plan identifies Howard Street as a Major Arterial in the CMP Network, as an MTS Street and a Transit Preferential Street (transit-important) between Main and Beale Streets.

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[17] LCW Consulting, *One Hawthorne Street Transportation Study, Final Report,* September 30, 2005. This report is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file.

Howard Street is part of the #30 bicycle route, and a bicycle lane is provided on the north side of Howard Street between Fremont and Eleventh Streets.

Hawthorne Street is one-way southbound local connector that extends between Howard Street and Harrison Street. Hawthorne Street has one travel lane, with on-street parking provided along both sides of the street. If vehicles are double-parked on Hawthorne Street, the 20-foot travel lane on Hawthorne Street allows minimally sufficient room for passing small double-parked vehicles. The Hawthorne Street sidewalk adjacent to the project site is nine-feet in width.

Folsom Street runs between The Embarcadero and Ripley Street (south of Cesar Chavez Street). Folsom Street is a four-lane eastbound one-way arterial from Eleventh Street to Main Street, and a two-way arterial with three eastbound lanes and one westbound lane between Main Street and The Embarcadero. In the vicinity of the proposed project site, Folsom Street has on-street parking on both sides of the street. The San Francisco General Plan identifies Folsom Street as a Major Arterial in the CMP Network and as an MTS Street. Folsom Street is part of the #30 bicycle route, and has a five-foot wide bicycle lane on the south side of the street.

Harrison Street runs between The Embarcadero and Norwich Street (south of Cesar Chavez Street). Harrison Street operates two-ways between The Embarcadero and Third Street, one-way westbound between Third and Tenth Streets, and two-way between Tenth and Norwich Streets. Curbside parking is generally provided along both sides of the street. The San Francisco General Plan identifies Harrison Street as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit-important), and a Neighborhood Commercial Street.

Second Street is a two-way street between Market and King Streets, with two lanes in both the northbound and southbound directions. Between Mission and Market Streets, only one northbound lane is provided and all northbound traffic must turn right at Market Street. On-street parking is generally provided along both side of the street. Second Street is designated as a Neighborhood Commercial Street in the San Francisco General Plan. In addition, Second Street is part of the #11 bicycle route.

New Montgomery Street is one-way southbound arterial that extends between Montgomery Street (at Market Street) and Howard Street. New Montgomery Street has two to three lanes, with on-street parking provided along both sides of the street.

Third Street is a north/south arterial between Bayshore Boulevard and Market Street. North of Townsend Street, Third Street is a one-way northbound roadway. In the vicinity of the proposed project, Third Street has five to six travel lanes, and one lane is reserved for transit vehicles. On-street parking is generally provided along both sides of the street, but is prohibited during the morning and afternoon commute periods. In the San Francisco General Plan, Third Street is designated as a Major Arterial in the CMP Network, a Metropolitan Transportation System (MTS) street, a Transit Preferential Street (transit important), a Citywide Pedestrian Network Street and a Neighborhood Commercial Street.

Regional access to the East Bay and the Peninsula is provided by Interstate 80 (I-80), which serves San Francisco and the East Bay, and runs south of the proposed project site. Access to the project site from I-80 westbound is via the Fremont Street off-ramp, about two blocks east of the project site, and access to I-80 westbound is via the Fourth/Harrison on-ramp.. Access from I-80 eastbound is via the Fourth/Bryant off-ramp, and access to I-80 eastbound is via the on-ramps at Harrison/Essex and Harrison/First. U.S. Highway 101 (U.S. 101) provides access to the Peninsula and San Jose, and connects San Francisco to the North Bay via surface streets (Van Ness Avenue and Lombard Street) and the Golden Gate Bridge. U.S. 101 and I-80 join to the southwest of the project site, and the primary access to and from southbound U.S. 101 is via the I-80 on-ramps. Interstate 280 (I-280) provides regional access from the South of Market area of downtown San Francisco to southwest San Francisco and the South Bay/Peninsula. I-280 and U.S. 101 have an interchange to the south of downtown San Francisco. Nearby access points to I-280 are located at King Street (near Fifth Street) and Sixth Street (at Brannan Street).

Existing traffic was evaluated for the weekday p.m. peak hour (5:00 to 6:00 p.m.), using intersection turning movement counts collected at Howard/New Montgomery and Howard/Third on October 12, 2004. Turning movement counts for the intersections of Harrison/Fremont and Harrison/Second were obtained from the *300 Spear Street/201 Folsom Street Transportation Study* (traffic volume counts were conducted in July and August 2000), while traffic volumes at the intersections of Harrison/Hawthorne and Folsom/Hawthorne were obtained from the *631 Folsom Street*

Transportation Study (traffic volume counts were conducted in May 2004). All of the study intersections are controlled by traffic signals. As shown in Table 1, below, under existing conditions, five of the six study intersections currently operate at acceptable conditions (LOS D or better), while the intersection of Harrison/Second operates at LOS E.[18] Both Harrison and Second Streets serve as primary approaches to I-80 and the Bay Bridge. In general, the high volume of traffic destined to the Bay Bridge cannot be accommodated in the First Street and Essex Street on-ramps on Harrison Street. The resulting queue of vehicles on Harrison and Second Streets result in high levels of congestion on the lanes accommodating Bay Bridge bound traffic.

Table 1: Intersection Levels of Service
Existing Conditions (2000-2004), Weekday PM Peak Hour

Intersection	**Delay[a] (sec./veh.)**	**LOS**
Howard/Third	23.6	C
Howard/New Montgomery	33.9	D
Folsom/Hawthorne	12.0	B
Harrison/Hawthorne	10.6	B
Harrison/Second[b]	**44.9**	**E**
Harrison/Fremont	36.2	D

Source: LCW Consulting, September 2005

Notes: a- Delay presented in seconds per vehicle.
b- Intersections operating at LOS E or F are highlighted in bold.

Transit

The project site is well-served by public transit, with both local and regional service provided nearby. In addition, the project site is located within walking distance of the Transbay Terminal (about two blocks east of the project site) and the Ferry Building (about four blocks east of the project site), both major transit connection locations. Local transit service to the project site is provided by 11 Muni bus lines (9X–San Bruno Express, 9AX–San Bruno 'A' Express, 9BX–San Bruno 'B' Express, 10–Townsend, 12-Folsom, 14–Mission, 14L–Mission Limited, 15-Third, 30–Stockton, 45–Union-

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[18] Level of Service (LOS) is a description of the performance of an intersection based on average delay per vehicle. LOSs A through D are considered excellent-to-satisfactory conditions. LOS E is undesirable and LOS F is congested and unacceptable.

Stockton, and 76–Marin Headlands); the F-Market Historic Streetcar; and the J-Church, K-Ingleside, L-Taraval, M-Ocean View, and N-Judah light rail lines. The majority of the bus lines travel on Market Street (two blocks north of the project site), or Mission Street (one block north). In the vicinity of the project site, the 10-Townsend travels westbound on Howard Street and eastbound on Folsom Street. The closest MUNI Metro station is the Montgomery station on Market Street. The F-Market Historic Streetcar is a surface line which travels on Market Street. The MUNI bus and rail lines generally operate every 8 to 10 minutes during the morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak periods, and every 10 minutes during the midday off-peak period. Service to and from the East Bay is provided by BART, AC Transit and ferries; service to and from the North Bay is provided by Golden Gate Transit buses and ferries; and service to and from the Peninsula and South Bay is provided by Caltrain, SamTrans, and BART.

Parking and Loading

Within the area bounded by First, Mission, Third, and Harrison Streets, there are 18 public off-street parking facilities with a total of about 4,000 spaces. There are two parking garages on Hawthorne Street between Howard and Folsom Street: the 55 Hawthorne public parking garage containing about 290 spaces, and the 75 Hawthorne Street garage containing about 130 spaces (this garage is by permit only). These garages are located about 80 and 100 feet south of the proposed project site, and serve daytime office uses. During the weekday midday peak period, the average occupancy rate for the 18 public parking facilities is approximately 87 percent. A weekday midday survey indicated that approximately 539 spaces were available. In the evening, only seven public parking facilities with a total of 1,883 spaces were available. The average occupancy rate in the evening was approximately 52 percent, with approximately 913 spaces available.

In the vicinity of the project site, on-street parking generally consists of metered spaces. Immediately adjacent to the project site there are five one-hour metered parking spaces on Hawthorne Street (in addition to a hydrant and a curb cut to the structure on the project site), and there are three 30-minute metered parking spaces on Howard Street. On most streets, the commercial vehicle meters are in effect from 7:00 a.m. to some time between 3:00 and 6:00 p.m. A qualitative survey indicates that the on-street commercial vehicle loading spaces are well-utilized throughout the day. During the evening and late evening, on-street parking occupancy is lower due to the few night-time uses in the area.

Pedestrian and Bicycle Conditions

Pedestrian volumes in the vicinity of the project site are low to moderate, with higher volumes on Howard Street than on Hawthorne Street. During field observations, both crosswalks and sidewalks were observed to be operating at unconstrained conditions.

During field observations, a substantial number of bicyclists were observed to be riding in the vicinity of the project site along Third and Howard Streets. The majority of the bicyclists were messengers and commuters. Bicycle routes in the vicinity of the project site include Route 11, which runs in both directions along Second Street in the vicinity of the project site, as a signed route only (Class III facility). Route 30 runs westbound along Howard Street and eastbound along Folsom Street in the vicinity of the project site. A bicycle lane (Class II facility) is provided on the north side of Howard Street between Fremont and Eleventh Streets and on Folsom Street between Third Street and The Embarcadero.

SIGNIFICANCE CRITERIA

The following are the significance criteria used by the Planning Department for the determination of impacts associated with a proposed project:

- In San Francisco, the threshold for a significant adverse impact on traffic has been established as a deterioration in the level of service (LOS) at a signalized intersection from LOS D or better to LOS E or LOS F, or from LOS E to LOS F.

  For an intersection that operates at LOS E or LOS F under existing conditions, there may be a significant adverse impact depending upon the magnitude of the project's contribution to the worsening of delay. In addition, a project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in LOS to unacceptable levels (i.e., to LOS E or LOS F).

- Parking supply is not considered to be a part of the permanent physical environment in San Francisco.[19] Parking conditions are not static, as parking supply and demand varies day to night, day to day, month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

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[19] Under California Public Resources Code, Section 21060.5, "environment" can be defined as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance."

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating delays or costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the weekday PM peak hour.

- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

- The project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading supply or within on-street loading zones, and if it would create potentially hazardous traffic conditions.

- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

IMPACTS

Proposed Project

Project Travel Demand

Travel demand associated with proposed project was based on the trip generation rates for residential and retail uses contained in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, *(SF Guidelines)*. The mode split and vehicle occupancy rate were obtained from the 2000 U.S. Census journey to work data for the residential uses and from the SF Guidelines for the retail uses. The proposed project would generate approximately 1,771 person-trips per day and 250 person-trips during the p.m. peak hour, spread over various modes of transportation. Of the 250 p.m. peak hour person-trips, 91 trips would be by auto, 48 trips would be by transit, and 111 would be by walking and other modes. Based on occupancy rates in the *SF Guidelines*, there would be 77 p.m. peak hour vehicle trips (49 inbound and 28 outbound).

Parking demand generated by the proposed project was based on the anticipated number and size of the residential units and the total square footage of the retail uses. According to the SF Guidelines, the proposed project would generate a parking demand for 173 spaces, including 161 spaces for the residential uses and 12 spaces for the retail uses. Delivery and service vehicle trip generation and demand for freight delivery and service vehicle loading were estimated based on the methodology and assumptions presented in the *SF Guidelines*. The proposed project would generate five truck trips per day, which would result in a demand for less than one loading space during both the average and the peak hour of loading activities.

Traffic

Under Existing plus Project Conditions, the five study intersections that currently operate at LOS D or better would continue to operate at the LOS D or better during the p.m. peak hour, with no significant increase in delays, as shown in Table 2, below. The intersection of Harrison/Second Streets would continue to operate at LOS E with an average stop delay increasing from 44.9 to 47.2 seconds per vehicle. The proposed project would add 18 new vehicle trips to this intersection, where, as indicated above, these poor operating conditions are generally due to the high volume of vehicles using both Harrison and Second Streets to access the Bay Bridge ramps. The proposed project's traffic contribution to the intersections of Harrison/Second would not be considered significant. This was determined based on the examination of the traffic volumes for the traffic movements which determine overall LOS performance at this intersection. The proposed project would add traffic primarily to movements which would continue to operate satisfactorily. The proposed project would add vehicles to some movements that would operate poorly; however, in these instances the project's contributions would be small, about one percent, and would not materially affect overall LOS performance at this intersection. Therefore the proposed project traffic would not represent a considerable contribution to the Existing plus Project conditions, and the proposed project would not have a significant traffic impact at this intersection.

Table 2: Intersection Levels of Service
Existing and Existing plus Project, PM Peak Hour

Intersection	Existing (2000-2004)		Existing plus Project	
	Delay[a] (sec./veh.)	LOS	Delay[a] (sec./veh.)	LOS
Howard/Third	23.6	C	24.1	C
Howard/New Montgomery	33.9	D	37.6	D
Folsom/Hawthorne	12.0	B	13.1	B
Harrison/Hawthorne	10.6	B	11.3	B
Harrison/Second[b]	**44.9**	**E**	**47.2**	**E**
Harrison/Fremont	36.2	D	36.5	D

Source: LCW Consulting, September 2005

Notes: a- Delay values are not actually measures in the field but are estimated based on calculations of existing traffic volumes.
b- Intersections operating at LOS E or F are highlighted in bold.

Traffic conditions were assessed for future (2020) conditions, which account for cumulative traffic growth that could occur from other development in the area and throughout the City and region, based on the projections developed for the South of Market Area for the *300 Spear Street/201 Folsom Street Transportation Study.* Only minor changes have been identified to the roadways within the study area that would affect local circulation and intersection operating conditions. These include:

- As planned in the *Alternatives to the Replacement of the Embarcadero Freeway and Terminal Separator Structure FEIS/FEIR,*[20] the Fremont Street off-ramp from westbound I-80 will be modified. The current off-ramp, which touches down on Fremont Street mid-block between Howard and Folsom Streets, will be reconfigured to establish a second leg of the off-ramp that will provide access to Folsom Street.
- The only major transit improvements identified to occur by 2020 that would affect transit service in San Francisco is the Third Street Light Rail Project.

As shown in Table 3, under future 2020 Cumulative conditions, the proposed project would not cause an impact at the intersections of Folsom/Hawthorne and Harrison/Hawthorne because these intersections would continue to operate at LOS B with no significant changes to delay. The remaining four study area intersections would operate at LOS E or F under the future cumulative conditions. The intersection of Harrison/Second would deteriorate from LOS E to LOS F. The intersections of Howard/Third and Howard/New Montgomery would be degraded to LOS E, and Harrison/Fremont Streets would be degraded to LOS F. The significance of proposed project impacts is determined by the amount of contribution the proposed project makes to the individual movements in the intersection that operate unsatisfactorily.

The proposed project would contribute minimally to the total 2020 Cumulative traffic volumes at the study intersections – between 0.2 and 1.9 percent. The contribution to the growth in traffic volumes between Existing and 2020 Cumulative conditions would be between 1.4 and 23.8 percent.

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[20] *Alternatives to Replacement of the Embarcadero Freeway and Terminal Separator Structure Final EIS/EIR,* September 1996 (DCP #92.202E & 94.060E).

Table 3: Intersection Levels of Service
Existing, Existing Plus Project, and Future Cumulative LOS, PM Peak Hour

Intersection	Existing (2000-2004)		Existing Plus Project		Future (2020)	
	Delay[a] (sec./veh.)	LOS	Delay[a] (sec./veh.)	LOS	Delay[a] (sec./veh.)	LOS
Howard/Third[b]	23.6	C	24.1	C	**57.7**	**E**
Howard/New Montgomery[b]	33.9	D	37.6	D	**53.7**	**E**
Folsom/Hawthorne	12.0	B	13.1	B	14.3	B
Harrison/Hawthorne	10.6	B	11.3	B	12.7	B
Harrison/Second[b]	**44.9**	**E**	**47.2**	**E**	**>60**	**F**
Harrison/Fremont[b]	36.2	D	36.5	D	**>60**	**F**

Source: LCW Consulting, September 2005

Notes: a- Delay values are not actually measures in the field' but are estimated based on calculations of existing traffic volumes.
b- Intersections operating at LOS E or F are highlighted in bold.

At the intersections of Howard/Third, Howard/New Montgomery, Harrison/Second and Harrison/Fremont, there would be significant cumulative traffic impacts due to anticipated background traffic growth which would cause the LOS at these intersections to deteriorate to LOS E or LOS F under 2020 Cumulative conditions. The proposed project's share of future traffic growth at these intersections that would operate at LOS E or LOS F under 2020 Cumulative conditions would be 1.4 percent at the intersection of Howard/Third, 13.2 percent at the intersection of Howard/New Montgomery, 2.4 percent at the intersection of Harrison/Second and 1.8 percent at the intersection of Harrison/Fremont. The proposed project would generally add traffic to movements that would continue to operate satisfactorily; however, the proposed project would add some vehicles to intersection movements at each intersection that would operate poorly under 2020 Cumulative conditions. Based on an examination of the traffic volumes that determine overall LOS performance at these intersections, the project's contributions to adverse cumulative conditions would not be cumulatively considerable and thus not significant at any of the four intersections operating at LOS E or LOS F.

Transit

The proposed project would generate 48 person trips on transit during the p.m. peak hour (30 inbound and 18 outbound), spread among 11 MUNI bus lines, MUNI trolley and light rail lines, and other transit providers: BART, SamTrans, Caltrain, AC Transit, and Golden Gate Transit. Of the outbound trips, four would use regional transit providers. There is generally ample capacity in the inbound direction during the p.m. peak hour, and the 30 inbound peak hour trips could be accommodated by the existing capacity of the transit providers. In addition, MUNI has the capacity to accommodate the additional outbound transit trips from the proposed project, and MUNI lines in all directions would continue to operate with available capacity. In general, the addition of the four outbound project-related passengers would not have a substantial effect on the regional transit providers during the weekday p.m. peak hour, as the capacity utilization for all screenlines would remain similar to those under Existing conditions. (The concept of screenlines is used to describe travel between downtown and other parts of San Francisco and the region. For the purposes of screenline analysis, San Francisco is divided into four areas: Northeast, Northwest, Southwest, and Southeast). In addition, the capacity utilization for all regional transit providers would be under their capacity utilization standards.

Under 2020 cumulative conditions, projected MUNI ridership is expected to approach capacity at all four screenlines in San Francisco; however, only the Southeast MUNI screenline would operate at capacity. At the Southeast screenline, the proposed project would add two transit trips and contribute 0.1 percent to the growth in ridership demand between Existing and 2020 Cumulative conditions. Since these contributions would be minimal, the proposed project would not contribute significantly to the 2020 Cumulative conditions.

Under 2020 cumulative conditions, each regional transit operator would continue to operate at less than their load factor standards, except BART to the South Bay, which would operate at 139 percent of capacity, slightly higher than their load factor standard of 135 percent. For this transit line, there is anticipated to be a substantial increase in ridership as a result of the extension to the San Francisco Airport and Millbrae; however, BART staff has indicated they would be able to lengthen the South Bay trains, if necessary, to accommodate demand, and reduce capacity utilization below their load factor standard. For BART to the South Bay, the proposed project would contribute one trip to the anticipated growth of 4,055 trips between Existing and 2020 conditions, which represents less than one percent of the growth. Overall, the proposed project would have a minimal contribution to the 2020 Cumulative transit ridership (a total of four screenline trips generated by the proposed project), and would not contribute significantly to the 2020 Cumulative conditions.

In summary, transit impacts resulting from the proposed project would be less than significant.

Parking

Demand. The 135 residential units of the proposed project would generate a long-term residential parking demand for 161 spaces at 1.1 and 1.5 spaces per unit for studio/one-bedroom and two-bedroom units, respectively, and the retail component of the project would generate a demand of 12 spaces, for a total demand of 173 spaces. The proposed project would provide 135 parking spaces. The long term residential demand generally occurs during the evening and overnight hours.

During the weekday midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 129 spaces. In addition, the retail uses would generate a parking demand for 12 spaces.

Operations. The proposed project would supply a total of 135 parking spaces in an underground parking garage, which would be accessed via vehicle elevators and staffed 24 hours a day. Five handicapped-accessible parking spaces would be included as part of the supply. All parking spaces would be valet-parked, and parking would be provided only for the new residential uses. It is anticipated that a limited number of the 135 parking spaces would be made available to City CarShare or a similar car-sharing program. The project sponsor is also considering "unbundling" the sale of parking spaces from the sale of the residential units to provide a financial incentive for car-free living.

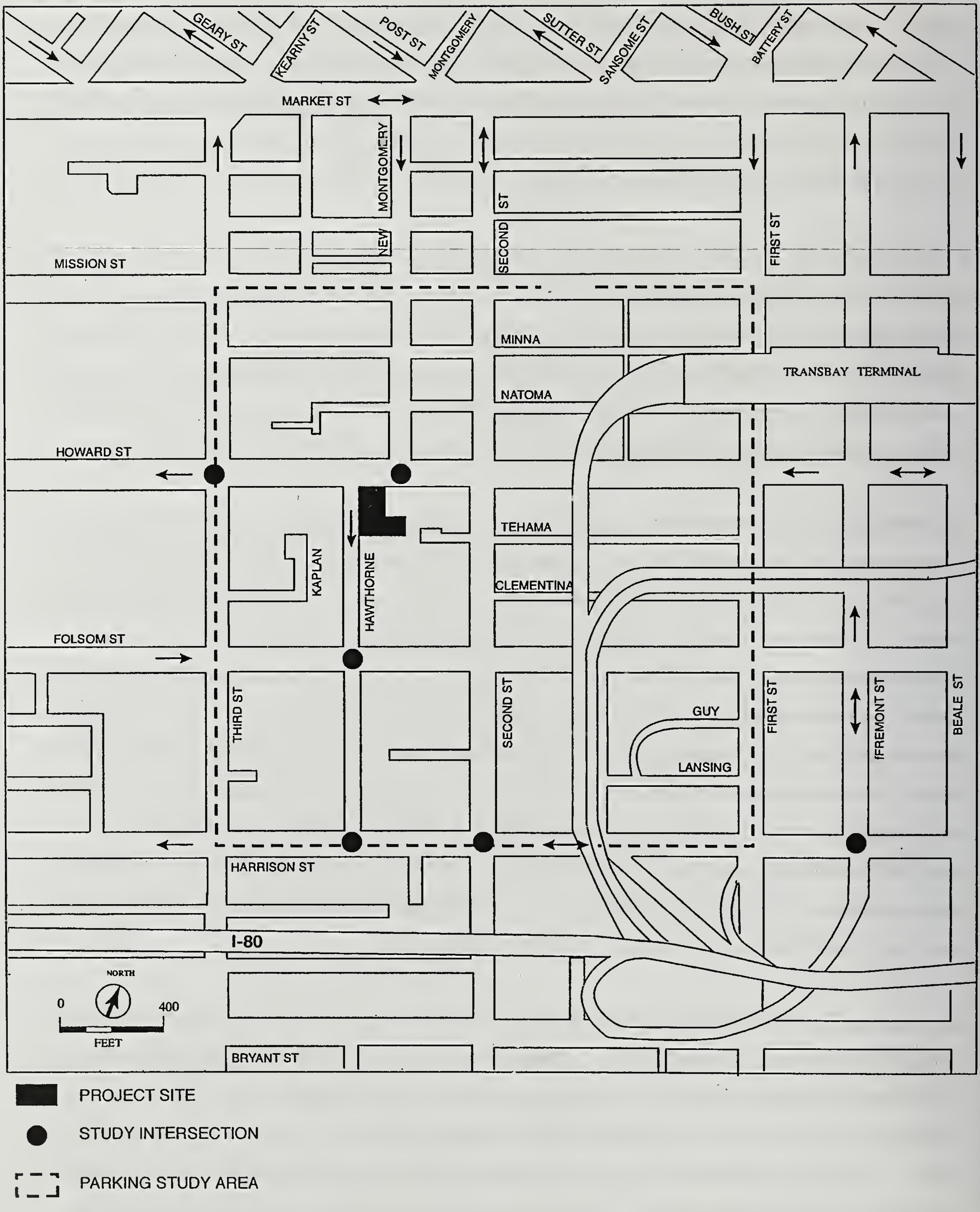
The driveway for the proposed garage would utilize the existing curb cut into the existing garage, and the proposed parking garage would not result in a reduction in the number of metered parking spaces on Hawthorne Street. However, the proposed project would request the establishment of a 40-foot freight loading/unloading zone north of the project driveway, which would result in a reduction of two one-hour metered parking spaces on Hawthorne Street.

Impacts. The proposed project's residential parking demand of 161 spaces would not be accommodated within the parking supply of 135 parking spaces, resulting in a shortfall of 26 spaces. This overnight shortfall would be accommodated in nearby off-street parking facilities that provide overnight parking or on-street. The evening occupancy of the seven parking facilities in the study area that provide overnight parking is 52 percent.

It is anticipated that a portion of the 26-space overnight residential parking shortfall would remain parked in off-street facilities during the day. Since the proposed project would provide a total of 135 parking spaces, there would be a shortfall of between six parking spaces (141-space midday residential and retail demand, less the 135-space parking supply) and 38 parking spaces (173-space total residential and retail demand less the 135-space parking supply) during the midday period. The midday parking occupancy in the study area facilities would increase from 87 to 88 percent.

As mentioned in the project description, the five levels of the proposed project's underground parking garage would be accessed via two vehicle elevators, which would be staffed 24 hours per day. Depending on the demand (e.g., peak hours versus overnight), the garage would be staffed with between one and two attendants, minimizing any potential delays and queuing on the street by vehicles waiting to be parked. There is on-site queuing space for approximately eight vehicles (four inbound and four outbound). The direction of the inbound and outbound access lanes would be reversed (left lane would be inbound, and right lane would be outbound) in order to eliminate conflict between traffic entering and exiting the garage (see Figure 22, page 68). Adequate staffing and eight queuing spaces are anticipated to be usually sufficient to accommodate the peak activity, which is expected to occur during the p.m. peak hour when there would be about 45 inbound and 22 outbound vehicle trips associated with the residential uses. The four queuing spaces (inbound) are anticipated to be usually sufficient to accommodate the peak inbound demand.

However, the potential exists that during the p.m. peak hour the number of vehicles arriving at the project site at one time would exceed the queuing area of four spaces, and vehicles may queue back onto Hawthorne Street. Hawthorne Street has a roadway width of about 36 feet, and contains one travel lane (about 20 feet) and on-street parking (about eight feet wide each) on either side of the street. Any queue spillback from the garage entrance onto Hawthorne Street could potentially block through travel on Hawthorne Street. The 20-foot travel lane on Hawthorne Street allows minimally



Source: LCW Consulting

TRAFFIC DIRECTIONS AND STUDY INTERSECTIONS FIGURE 22 sufficient room for passing small double-parked vehicles. On-street queuing that exceeds four vehicles could allow for traffic to bypass the queue by stopping close to the vehicle parked in the curb lane or utilizing the proposed yellow zone, if available. Any excess on-street queuing that does not allow traffic bypass could potentially affect traffic flow on Howard Street, as Howard Street has three through lanes and one shared left turn and through lane at the approach to Hawthorne Street. Extension of the queue to Howard Street would likely only affect the shared left-turn and through lane, and the westbound through-traffic flow on Howard Street would not be affected. There would be approximately 120 feet between the south crosswalk at the intersection of Howard/Hawthorne and the proposed project's parking garage.

Field observations during the midday and p.m. peak period did not indicate significant issues related to traffic backing up on Hawthorne Street to Howard Street. Planning Department staff observed queue spillback from an existing public parking garage mid-block on Hawthorne Street between Howard and Folsom Streets blocking the street, backing traffic out to Howard Street, and causing delays on Howard Street. The proposed project garage operating characteristics would be different from the existing public parking facility that primarily serves office uses, in that there would be much less peaking of inbound and outbound trips.

Field observations were conducted at the two parking facilities on Hawthorne Street between Howard and Folsom Streets (55 Hawthorne and 75 Hawthorne) to determine the level of activity of the garages during the morning and evening peak periods, and to determine whether garage-related operations conflicted with street traffic. The 55 Hawthorne public parking garage contains about 290 parking spaces, while the 75 Hawthorne garage contains about 130 spaces, for a total of 420 spaces. During the a.m. peak hour 50 vehicles entered and 7 vehicles exited the garages. Entering and exiting vehicles did not block traffic flow on Hawthorne Street, and through traveling vehicles on Hawthorne Street were able to bypass stopped vehicles. During the p.m. peak hour, a total of 42 vehicles exited and 1 vehicle entered the garages. Vehicles exiting the garages did not conflict with traffic flow on Hawthorne Street, and generally accessed Hawthorne Street during gaps in traffic flow created by the all-pedestrian phase at the intersection of Hawthorne and Howard Streets. The addition of the proposed project's vehicle-trips to and from the project site during the a.m. and p.m. peak hours would increase traffic volumes on Hawthorne Street and would increase the potential for conflicts between vehicles entering and exiting the existing garages and the proposed project garage, and through traffic flow. Based on field observations of existing garage operations, vehicles entering and exiting the proposed project would not substantially affect traffic flow on Hawthorne Street.

Planning Code Requirement. Pursuant to *Planning Code* Sections 151 and 161c, the proposed project, which is located within the C-3 District, would be required to provide 33 independently accessible, off-street parking spaces for the residences (one space for each four units), and no spaces for the retail uses. The proposed project would provide 135 spaces, thus meeting and exceeding the *Planning Code* requirement for the number of parking spaces, however, since all parking spaces would be parked via a valet, the project would not meet the *Planning Code* requirements for independently accessible spaces. Since the proposed project would provide more parking than permitted under the *Planning Code* requirement, the project sponsor would need to apply for a Conditional Use authorization.[21]

The proposed project would be required to provide five handicapped-accessible parking spaces as part of the proposed parking supply of 135 parking spaces. The proposed project would include five handicapped-accessible parking spaces and would therefore meet the *Planning Code* requirement for handicapped-accessible spaces. The handicapped parking spaces would be located on the first level of the parking garage, and the ceiling heights would meet the design requirements for van-accessible parking spaces.

Although the project impacts related to parking would be less than significant, the project sponsor has agreed to implement Improvement Measure 1 to encourage residents to use alternate modes of travel.

Pedestrians and Bicycles

Pedestrian trips generated by the proposed project would include walk trips to and from the residential and retail uses, plus walk trips to and from the local and regional transit operators. The main pedestrian entrance to the proposed project would be located on Hawthorne Street. Overall, the proposed project would add about 159 new pedestrian trips (98 inbound and 61 outbound) to the surrounding streets during the weekday p.m. peak hour. No significant pedestrian impacts are anticipated, as the addition of pedestrian and vehicular traffic generated by the proposed project would not substantially affect pedestrian conditions.

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[21] As noted in footnote 6, there is proposed legislation at the Board of Supervisors (File No. 051453) that would allow a maximum of 0.5 spaces per unit and no independently accessible parking. The proposed project would be permitted under a Conditional Use authorization to provide a maximum of 67 parking spaces.

It is anticipated that a portion of the 111 "walk/bicycle/other" trips generated by the proposed project would be bicycle trips which would likely utilize the nearby bicycle routes on Second, Howard, and Folsom Streets. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. Section 155.2(c) of the *Planning Code* requires six bicycle parking spaces. The project would provide six bicycle parking spaces, which would meet the *Planning Code* requirement.

Loading

The proposed project would generate approximately five daily truck trips, resulting in a peak hour loading demand of less than one space during both peak and average hour loading activities. The proposed project would not provide an off-street loading area. The project sponsor would request that a 40 foot freight loading/unloading (yellow) zone be established adjacent to the pedestrian entrance to the proposed project. The establishment of a freight loading/unloading zone would need to be approved at a public hearing through the Department of Parking and Traffic. (Establishment of this freight loading/unloading zone would convert two one-hour metered parking spaces to freight loading/unloading.) It is anticipated that the loading demand of the project would be accommodated on-street at a metered parking space or within the proposed freight loading/unloading (yellow) zone adjacent to the proposed project.

The San Francisco *Planning Code* would require two off-street loading spaces for the residential uses, and none for the retail uses. Since the proposed project would not provide off-street loading spaces, it would seek an exception per Section 309 of the *Planning Code.*

Construction

Construction is anticipated to occur in six phases spanning approximately 21 months. Demolition/site clearing would require approximately two months, excavation/shoring/underpinning would require approximately four months, and laying the foundation of the structure would require approximately one month. During the next seven months, the superstructure work would occur. The facades would be installed over the course of two months, and the interior and exterior finishes of the building would be completed during the final five months. During excavation, approximately 23,000 cubic yards of soil would be hauled off the site.

During the various phases of the construction period, the number of daily truck trips would vary up to 15. Trucks are anticipated to use Howard, Hawthorne, Fremont and Harrison Streets between the construction site and I-80/U.S.101. During a portion of the construction period, the sidewalks along the project frontage on Howard and Hawthorne Streets would need to be closed. It is not anticipated that the construction would require any travel lane closures on Howard or Hawthorne Streets. There are no bus stops that would need to be relocated for the construction of the proposed project. Temporary closures of any traffic lane, parking lane or sidewalk would require review and approval by the Department of Public Works and the City's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).

The impact of construction truck traffic on local streets would be a temporary lessening of traffic-carrying capacities due to the slower movement and larger turning radii of trucks, which may affect traffic and transit operations. Lane blockages on Hawthorne Street by queued trucks, if it were to occur, would effectively close this one-way street to traffic, which would not be acceptable to traffic authorities. Prior to construction, the Department of Parking and Traffic and Department of Public Works would review the planned construction activities, and work out with the construction contractor the most appropriate means of accommodating pedestrian and vehicular traffic, while allowing for construction activities. The project sponsor has agreed to implement Improvement Measure 2 (see the Improvement Measures section of this Initial Study), to require that all construction vehicles park in the curb lane adjacent to the project site, and not double-park. The addition of construction worker vehicle and transit trips would not substantially affect existing transportation conditions; any impacts to traffic or transit conditions would be similar to or less than those described for the proposed project.

There would be a peak construction worker parking demand for up to 60 parking spaces. Since the nearby parking facilities currently have availability during the day, it is anticipated that construction workers could be accommodated without substantially affecting area-wide parking conditions.

Construction period impacts resulting from the proposed project are considered short-term and would be less than significant. However, limiting construction-related truck traffic during peak periods would lessen construction period impacts (see Improvement Measure 3, below).

Conclusion

Based on the above analysis, the proposed project would not have a significant transportation impact.

a. The project would not substantially increase traffic relative to existing traffic load and capacity. Intersection LOS would not change at any of the six intersections from LOS E or better to LOS E or worse. The project's contributions to adverse cumulative conditions would not be cumulatively considerable and thus not significant at any of the four intersections operating at LOS E or LOS F for cumulative conditions.

b. The project would not alter substantially existing circulation patterns or create major traffic hazards.

c. The project would not substantially increase transit demand above levels that could be accommodated by existing transit capacity. The proposed project would generate 48 person trips on transit during the p.m. peak hour (30 inbound and 18 outbound), spread among 11 MUNI bus lines, MUNI trolley and light rail lines, and other transit providers: BART, SamTrans, Caltrain, AC Transit, and Golden Gate Transit.

d. The proposed project would provide 135 spaces, thus meeting and exceeding the *Planning Code* requirement for the number of parking spaces, however, since all parking spaces would be parked via a valet, the project would not meet the *Planning Code* requirements for independently accessible spaces.

Project Variant

Traffic

The project variant would generate approximately 604 more person-trips per day than the proposed project and 105 more person-trips during the p.m. peak hour, spread over various modes of transportation. The project variant would generate approximately 38 more person-trips by auto, 21 more trips by transit, and 43 more by walking and other modes. Based on occupancy rates in the *Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines)*, there would be 38 more p.m. peak hour vehicle trips (26 more inbound and 12 more outbound) than with the proposed project. See Table 4 on page 75 for a comparison of the mode split with the proposed project and with the project variant.

See Table 5 on page 75 for a comparison of intersection operating conditions with the proposed project and with the project variant. Like the proposed project, under Existing plus Project Variant Conditions, the five study intersections that currently operate at LOS D or better would continue to operate at the LOS D or better during the p.m. peak hour, with no significant increase in delays. As with the proposed project, the intersection of Harrison/Second would continue to operate at LOS E with an average stop delay increasing by less than three seconds from Existing Conditions, and less than one second from Existing plus Project conditions. The project variant would add 8 more new vehicle trips to this intersection than the proposed project, where, as indicated above, these poor operating conditions are generally due to the high volume of vehicles using both Harrison and Second Streets to access the Bay Bridge ramps, and, for the same reasons as the proposed project, the project variant's traffic contribution to the intersections of Harrison/Second would not be considered significant.

As noted in the discussion for the proposed project, under Future 2020 Cumulative conditions, four of the six study intersections would operate at LOS E or F conditions. The project variant, while contributing a higher percentage to growth volumes at these intersections than the proposed project, would not result in any significant changes to delay. The project variant would contribute between 2.7 and 20.2 percent to the growth in traffic volumes between Existing and 2020 Cumulative conditions at intersections operating at LOS E and F under 2020 Cumulative conditions. The project variant contribution to volumes would be between 0.8 and 7.0 percent more in the growth in volumes than the proposed project. Like the proposed project, the project variant would generally add traffic to movements that would continue to operate satisfactorily, and the project variant would add some vehicles to intersection movements at each intersection that would operate poorly under 2020 Cumulative conditions. Based on an examination of the traffic volumes that determine overall LOS performance at these intersections, the project variant's contributions to adverse cumulative conditions would not be cumulatively considerable and thus not significant at any of the four intersections operating at LOS E or LOS F for cumulative conditions.

Table 4: Project Trip Generation by Mode – Weekday PM Peak Hour
Proposed Project and Project Variant

Land Use	Proposed Project					Project Variant				
	Person-Trips				Vehicle Trips	Person-Trips				Vehicle trips
	Auto	Transit	Walk/Other[1]	Total.		Auto	Transit	Walk/Other[1]	Total	
Residential	74	38	77	**189**	67	115	59	120	**294**	105
Retail	17	10	34	**61**	10	17	10	34	**61**	10
Total	**91**	**48**	**111**	**250**	**77**	**132**	**69**	**154**	**355**	**115**

Source: *SF Guidelines,* 2000 U.S. Census, LCW Consulting, September 2005.

Note:

[1] "Other" mode includes bicycle, motorcycles, and taxis.

Table 5: Intersection Levels of Service – PM Peak Hour Conditions
Proposed Project and Project Variant

Intersection	Existing (2000-2004)		Existing Plus Proposed Project		Existing Plus Project Variant		Future (2020)		Contribution to Growth Volumes: Proposed Project	Contribution to Growth Volumes: Project Variant
	Delay (sec./veh.)	LOS	Delay[a] (sec./veh.)	LOS	Delay[a] (sec./veh.)	LOS	Delay (sec./veh.)	LOS		
Howard/Third	23.6	C	24.1	C	24.3	C	**57.7**	E	1.4%	2.2%
Howard/New Montgomery	33.9	D	37.6	D	39.5	D	**53.7**	E	13.2%	20.2%
Folsom/Hawthorne	12.0	B	13.1	B	13.6	B	14.3	B	7.1%	10.4%
Harrison/Hawthorne	10.6	B	11.3	B	11.6	B	12.7	B	23.8%	32.7%
Harrison/Second[b]	**44.9**	E	**47.2**	E	**47.5**	E	>60	F	2.4%	3.5%
Harrison/Fremont[b]	36.2	D	36.5	D	36.7	D	>60	F	1.8%	2.7%

Source: LCW Consulting, September 2005

Notes: [a] Delay values are not actually measures in the field but are estimated based on calculations of existing traffic volumes.

[b] Intersections operating at LOS E or F are highlighted in bold.

Transit

The project variant would generate 21 more person trips on transit during the p.m. peak hour (14 more inbound and 7 more outbound) than with the proposed project (see Table 6, below). Of the outbound trips, one more would use regional transit providers than with the proposed project. There is generally ample capacity in the inbound direction during the p.m. peak hour, and the 44 inbound peak hour trips could be accommodated by the existing capacity of the transit providers.

At the Southeast screenline, which is anticipated to operate at capacity under 2020 Cumulative conditions, the project variant would add two transit trips, one more than the proposed project, and contribute 0.1 percent to the growth in ridership demand between Existing and 2020 Cumulative conditions. Since these contributions would be minimal, the project variant would not contribute significantly to the 2020 Cumulative conditions. Overall, the project variant would have a minimal contribution to the 2020 Cumulative transit ridership (a total of five trips generated by the project variant), and would not contribute significantly to the 2020 Cumulative conditions.

In summary, transit impacts resulting from the project variant would be less than significant.

Table 6: Project-Generated Transit Trips – PM Peak Hour
Proposed Project and Project Variant

	Proposed Project		Project Variant	
Inbound	30	**Regional Transit**	44	**Regional Transit**
Outbound	18		25	
Total	**48**	4	**69**	5

Source: LCW Consulting, September 2005

Parking

The 206 residential units of the project variant would generate a long-term residential parking demand for 90 more spaces than the proposed project. The project variant would provide the same number of parking spaces as the proposed project, so the project variant would result in a shortfall of 116 spaces, or 90 more than with the proposed project. The long-term residential demand generally occurs during the evening and overnight hours. As indicated in the discussion of parking for the proposed project, the evening occupancy of the seven off-street parking facilities in the study area that provide overnight parking is 52 percent, and the project variant's overnight shortfall would be accommodated in nearby off-street parking facilities that provide overnight parking or on-street. See Table 7, below, for a comparison of the proposed project's and project variant's parking demand.

Table 7: Projected Parking Demand Proposed Project and Project Variant						
	Proposed Project			**Project Variant**		
	Long-term	Short-term	**Total**	Long-Term	Short-term	**Total**
Residential	161	0	**161**	251	0	**251**
Retail	3	9	**12**	3	9	**12**
Total	**164**	**9**	**173**	**244**	**9**	**263**

During the weekday midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 201 spaces, or 72 more than the proposed project (see Table 8, below). It is anticipated that a portion of the 116-space overnight residential parking shortfall would remain parked in off-street facilities during the day. Since the project variant would provide a total of 135 parking spaces, there would be a shortfall of between 79 parking spaces (214-space midday residential and retail demand less the 135-space parking supply) and 128 parking spaces (263 space total residential and retail demand, less the 135-space parking supply) during the midday period, or between 73 and 90 more than the proposed project. The midday parking shortfall could be accommodated in the 539-space vacancy in the study area facilities, and their occupancy rate would increase from 87 to up to 90 percent, as opposed to 88 percent with the proposed project.

Table 8: Midday Weekday Parking Demand Proposed Project and Project Variant				
	Residential	**Retail**	**Total**	**Shortfall**
Proposed Project	129	12	141	6 – 38
Project Variant	201	12	213	79 – 128

Source: LCW Consulting, September 2005

Planning Code Requirement: The project variant would be required to provide 52 independently accessible off-street parking spaces for the residences, or 19 more than the proposed project. As with the proposed project, there would not be a parking space requirement for the retail uses. The project variant would provide 135 parking spaces (the same as the proposed project), thus meeting and exceeding the *Planning Code* requirement for number of spaces. Like the proposed project, the project variant would meet the *Planning Code* requirement for handicapped-accessible spaces by providing five such spaces. However, since all parking spaces would be parked via a valet, the project variant would not meet the *Planning Code* requirements for independently accessible spaces. Since the project variant would provide more parking than permitted under the *Code* requirement, the project sponsor would need to apply for a Conditional Use authorization.[22]

Although the parking impacts of the project variant are less than significant, as with the proposed project, the project sponsor has agreed to implement Improvement Measure 1 to encourage residents to use alternate modes of travel, and it would be made a condition of approval for the project variant.

Pedestrians and Bicycles

Pedestrian volumes in the vicinity of the project site are the same as for the proposed project. The project variant would add about 64 more new pedestrian trips than the proposed project, or 223 new pedestrian trips (69 to/from transit and 154 walk/other) to the surrounding streets during the weekday p.m. peak hour. Like the proposed project, no significant pedestrian impacts are anticipated with the project variant, as the addition of pedestrian and vehicular traffic generated by the project variant would not substantially affect pedestrian conditions.

Although the project variant would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area, and like the proposed project the project variant would not have any significant impact on bicyclists. The project variant would provide the same six bicycle parking spaces as the proposed project, as required by Section 155.2(c) of the *Planning Code.*

Loading

The project variant would generate approximately nine daily truck trips, four more than the proposed project, resulting in a peak hour loading demand of less than one space during both peak and average hour loading activities, like the proposed project. The project variant also would not provide an off-street loading area. However, it is anticipated that the loading demand of the project variant would be accommodated on-street at a metered parking space or within the proposed freight loading/unloading (yellow) zone adjacent to the project variant, as described in the Proposed Project loading impacts section above.

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[22] As noted in footnotes 6 and 17, there is proposed legislation at the Board of Supervisors (File No. 051453) that would allow a maximum of 0.5 spaces per unit and no independently accessible parking. The proposed project variant would be permitted under a Conditional Use authorization to provide a maximum of 103 parking spaces.

The San Francisco *Planning Code* would require one off-street loading space for the residential uses, and none for the retail uses. Since the project variant, like the proposed project, would not provide an on-street loading space, it would seek an exception per Section 309 of the *Planning Code*.

Construction

Construction is anticipated to occur in six phases spanning approximately 26 months, 5 months longer than with the proposed project. Demolition/site clearing would require approximately two months, excavation/shoring/underpinning would require approximately four months, and laying the foundation of the structure would require approximately one month. During the next nine months, the superstructure work would occur. The facades would be installed over the course of two months, and the interior and exterior finishes of the building would be completed during the final eight months. During excavation, approximately 23,000 cubic yards of soil would be hauled off the site, the same amount as the proposed project.

During the various phases of the construction period, the number of daily truck trips would vary up to 16, one more than with the proposed project. There would be a peak construction worker parking demand for up to 65 parking spaces, five more than with the proposed project. All other construction traffic impacts would remain the same, and Improvement Measures 2 and 3 would be incorporated as part of the project variant, as they would for the proposed project.

Conclusion

Based on the above analysis, the project variant would not have a significant transportation impact.

a. The project variant and zoning amendment height reclassification would not substantially increase traffic relative to existing traffic load and capacity. Intersection LOS would not change at any of the six intersections from LOS E or better to LOS E or worse. The project variant's contributions to adverse cumulative conditions would not be cumulatively considerable and thus not significant at any of the four intersections operating at LOS E or LOS F for cumulative conditions.

b. The project variant and zoning amendment height reclassification would not alter substantially existing circulation patterns or create major traffic hazards.

c. The project variant and zoning amendment height reclassification would not substantially increase transit demand above levels that could be accommodated by existing transit capacity. The project variant would generate 69 person trips on transit during the p.m. peak hour (44 inbound and 25 outbound), spread among 11 MUNI bus lines, MUNI trolley and light rail lines, and other transit providers: BART, SamTrans, Caltrain, AC Transit, and Golden Gate Transit.

d. The project variant and zoning amendment height reclassification would provide 135 spaces, thus meeting and exceeding the *Planning Code* requirement for the number of parking spaces, however, since all parking spaces would be parked via a valet, the project would not meet the *Planning Code* requirements for independently accessible spaces.

5. Noise – Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

PROPOSED PROJECT

Effects on Ambient Noise Levels

Traffic is the existing noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic volumes in an area would have to approximately double before the attendant increase in ambient noise levels would be noticeable to most people. The proposed project would add up to 501 vehicle trips per day to adjacent streets. The proposed project's contribution to traffic volumes would be a small fraction of the existing traffic in the project vicinity. Therefore, the proposed project would not cause traffic volumes to double at any study location, and it would not have a noticeable effect on ambient noise levels in the project vicinity.

The proposed project may include mechanical equipment, such as forced air mechanical ventilation, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. The new residential units and retail space would generate noise similar to that generated by the nearby existing residential, commercial, office, and retail uses, and would not result in significant noise impacts. At the project location, operational noise would not be expected to be noticeable, given background noise levels along Howard and Hawthorne Streets.

Construction Noise

Construction noise is regulated by the San Francisco Noise Ordinance (Ordinance No. 274-72, Article 29 of the Police Code). The noise level limit does not apply to impact tools, but such tools must be fitted with intake and exhaust mufflers recommended by the manufacturers and approved by the Director of Public Works as the best accomplishing maximum noise attenuation, and acoustically attenuating shields or shrouds shall be used. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[23] at a distance of 100 feet from the source. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements, and construction is not expected to occur after 8:00 p.m.

Implementation of the following standard construction noise control measures and strict enforcement of the City's noise ordinance would reduce this impact to a less-than-significant level:

- Equip all internal combustion engine driven equipment with intake and exhaust mufflers which are in good condition and appropriate for the equipment.
- Locate stationary noise generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with the adjacent noise sensitive facilities so that construction activities can be scheduled to minimize noise disturbance.

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[23] dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.
- Prohibit large trucks from accessing the construction site prior to 7:00 a.m.

The foundation would consist of a concrete slab mat and its construction would not involve pile driving, and no pile driving noise impacts would be generated by the proposed project.

The proposed development would consist primarily of residential uses, along with ground floor retail. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. For areas with background noise levels between 60 and 70 decibels, the San Francisco General Plan states that "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design."[24] For areas with background noise levels greater than 70 decibels, "new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design." There are no special noise insulation requirements for background noise levels below 60 decibels. The Department of Building Inspection (DBI) would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission. Because the proposed development would comply with Title 24 noise insulation requirements, the existing noise environment would not significantly affect occupant use.

Construction Vibration

The following discussion of vibrations from construction activities is based on information published by the National Cooperative Research Program and the California Department of Transportation.

Foundations of the nearest buildings would be located adjacent to the closest construction activities. The adjacent existing structure on Howard Street to the east was constructed in the early twentieth century, predating modern construction. The adjacent existing structure on Hawthorne Street to the south was constructed in the late twentieth century, and would be considered modern construction. Construction would involve large equipment that could produce localized vibration. Vibrations decrease with distance from the source. While vibrations can be felt in buildings close to construction activities, rarely do these vibrations reach levels that cause damage to building structures. Old, fragile, or historical buildings are sometimes an exception. Because the adjacent existing structure to the east of the project site is an unreinforced masonry building and therefore may be potentially susceptible to vibration, the project sponsor would implement Improvement Measure 4, which would reduce the potential for damage to that structure.

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[24] *San Francisco General Plan,* Environmental Protection Element, Land Use Compatibility Chart for Community Noise.

Humans are sensitive to vibration levels. Construction vibrations are generally assessed in terms of peak particle velocity (ppv), which are typically expressed in terms of inches per second (in/sec). The greatest vibration-generating construction activities would include use of bulldozers and drilling equipment. Based on published data, these activities produce ppv vibration levels of 0.089 in/sec. Heavy loaded trucks produce ppv levels of 0.076 in/sec. The human threshold of perception is a ppv of 0.008 to 0.012 in/sec. As a result, vibrations may be perceptible to people at 50 to 100 feet from these activities, including the passage of large loaded trucks on Howard and Hawthorne Streets. Levels at receptors closest to the construction activities are likely to fall in the category of barely to distinctly perceptible. While vibrations may be perceptible, Caltrans reports that there is virtually no risk of "architectural" damage to normal buildings at levels of 0.10 in/sec. Caltrans also uses a ppv level of 0.2 in/sec as a criterion for "minor architectural damage" risk from continuous vibrations, although they report that this appears conservative for intermittent sources such as construction. In addition, high amplitude low frequency sound from construction equipment may generate noise capable of rattling windows or structures. Although this may result in perceptible vibration, no damage would occur, with implementation of Improvement Measure 4.

In summary, project-related noise, including traffic, construction, operational, and interior noise, would not result in significant environmental impacts.

PROJECT VARIANT

The project variant would add up to 718 vehicle trips per day to adjacent streets. The additional increment of daily vehicle trips for the project variant and zoning amendment height reclassification would not cause traffic volumes to double, and therefore there would be no noticeable effect on overall ambient noise levels in the vicinity.

If the project variant and zoning amendment height reclassification were approved, construction duration and operational activity will be the same as the proposed project analyzed above. Implementation of the standard construction noise control measure, above, would reduce construction noise impacts to a less-than-significant level. The impacts of the project variant on interior noise would be similar to those of the proposed project discussed above, and, like the proposed project, would be less than significant.

6.	**Air Quality/Climate** – Could the project:	Yes	No	Discussed
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b.	Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c.	Permeate its vicinity with objectionable odors?	☐	■	■
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

AIR QUALITY

PROPOSED PROJECT

The BAAQMD has established thresholds for projects requiring its review for potential air quality impacts.[25] These thresholds are based on minimum size projects that the District considers capable of producing air quality problems due to vehicular emissions. The District generally does not recommend a detailed air quality analysis for residential projects with fewer than 320 single-family or 510 multi-family units, or projects that would generate fewer than 2,000 vehicle trips per day. The proposed project would have 51 studios, 53 one-bedroom units, and 31 two-bedroom units; and approximately 4,500 square feet of retail space, and would generate approximately 501 vehicle trips per day, substantially less than 2,000 daily vehicle trips. Therefore, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project.

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[25] See *BAAQMD CEQA Guidelines*, April 1996, Revised December 1999, page 25.

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would generate exhaust emissions and fugitive particulate matter emissions and temporarily affect localized air quality for two months during demolition and site clearing, four months during excavation, shoring, and underpinning, and about one month during construction of the footing and foundation, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM_{10} and $PM_{2.5}$. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. There are no sensitive receptors nearby the project site.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its *CEQA Guidelines*, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. The BAAQMD has also identified a set of feasible PM_{10} and $PM_{2.5}$ control measures for construction activities. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 1 listing the BAAQMD PM_{10} control measures. (See Mitigation Measure 1, page 118.) The project would include this measure to reduce the effects of construction activities to a less-than-significant level. With implementation of Mitigation Measure 1, the project would not have significant construction-related air quality impacts.

Toxic Air Contamination/Objectionable Odors

The proposed project would introduce residential uses to the site, which could require operation of natural-gas-fired boilers. These boilers could emit trace quantities of toxic air contaminants, but they are not expected to have the potential to generate toxic air contaminants in substantial amounts or create any objectionable odors. Garbage will be collected in a well ventilated room adjacent to the garage on the ground floor and frequently collected to avoid accumulation of any objectionable odors.

In view of the above, air quality effects of the proposed project, including construction emissions, traffic emissions, toxic air contaminant emissions, and objectionable odors, would not result in significant environmental impacts.

PROJECT VARIANT

Construction Emissions

Construction emissions of the project variant and zoning amendment height reclassification would be similar to those of the proposed project discussed above. As with the proposed project, implementation of Mitigation Measure 1, page 118, would reduce construction air quality impacts of the project variant to a less-than-significant level.

Operations Emissions

The project variant and zoning amendment height reclassification would have 206 residential units and 4,500 square feet of retail space, and would generate 723 daily vehicle trips. Therefore, in accordance with the BAAQMD threshold discussed in Proposed Project, Operations Emissions, above, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the project variant and the zoning amendment height reclassification.

Toxic Air Contamination/Objectionable Odors

Generation of objectionable odors and emissions of toxic air contaminants by the project variant and zoning amendment height reclassification would be similar to the proposed project and, as with the proposed project, would be less than significant.

WIND

Introduction

A wind tunnel analysis was prepared by an independent consultant to address potential wind impacts associated with the proposed development.[26] The analysis was performed on the 250-foot-tall project variant. Because the facades of the two buildings would be similar from ground level to 150 feet in height, and because the massing of the 150-foot-tall proposed project would be less than the 250-foot-tall variant, the proposed project's impact on wind would be the same or less than the project variant. The results of the study are summarized below.

Wind conditions partly determine pedestrian comfort on sidewalks and in other public and publicly accessible areas. Large buildings can redirect wind flows around buildings and divert winds downward to the street, resulting in increased wind speed and turbulence at ground level. The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to four miles per hour have no noticeable effect on pedestrians at ground level. With winds from four to eight miles per hour, wind is felt on the face. Winds from 8 to 18 miles per hour disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 19 to 26 miles per hour are felt on the body. With winds from 26 to 34 miles per hour, umbrellas are used with difficulty, hair is blown straight, walking steadily is difficult, and wind noise is unpleasant. Winds more than 34 miles per hour make it difficult to maintain one's balance, and gusts can blow a person over.

Section 148 of the *Planning Code* establishes wind criteria for C-3 districts. Section 148 sets comfort levels of seven mph equivalent wind speed in public seating areas and 11 mph equivalent wind speed in areas of substantial pedestrian use. New buildings and additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time. In addition to comfort criteria, the *Planning Code* establishes a wind hazard criterion. The hazard criterion is set at a 26 mph equivalent wind speed for a single full hour, or approximately 0.0114 percent of the time, not to be exceeded more than once during the year.

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[26] Charles Bennett, Environmental Science Associates, *Technical Memorandum: Potential Wind Conditions, Proposed One Hawthorne Building – Option 8*, San Francisco, California, June 1, 2005. This report is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file.

Predictions of wind speed are based upon historic wind records from the U.S. Weather Bureau weather station atop the old Federal Building at 50 United Nations Plaza during the years 1945-1950. Measurements taken hourly and averaged over one-minute periods have been tabulated for each month (averaged over the six years) in three-hour periods using seven classes of wind speed and 16 compass directions.

Average wind speeds are highest during summer and lowest in winter. The highest average wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the 16 primary wind directions, four have the greatest frequency of occurrence and subsequently make up the majority of the strong winds that occur. These winds include the northwest, west-northwest, west, and west-southwest winds.

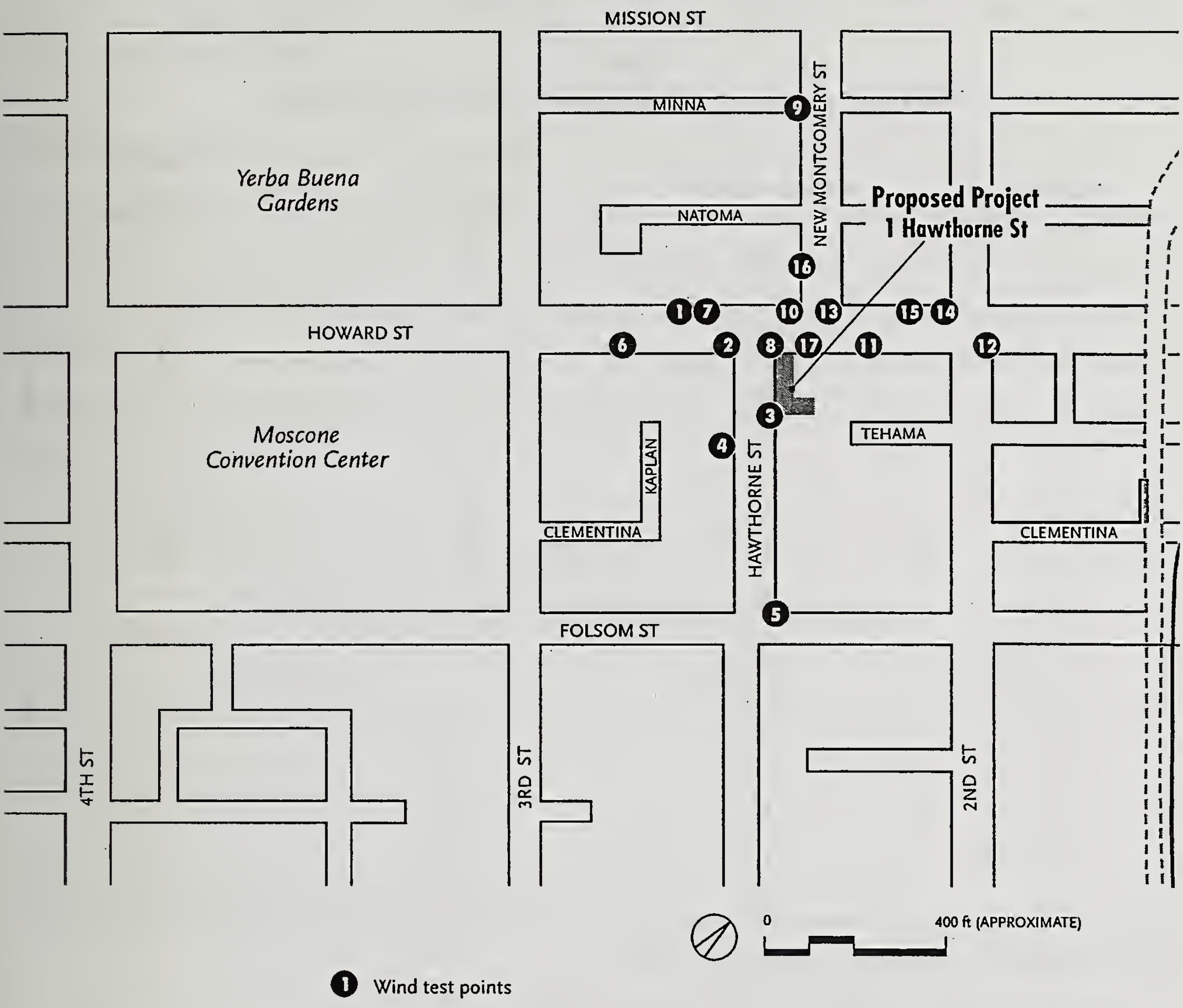
Methodology

Using a wind tunnel and a scale model of the project site and surrounding area, wind speed measurements were taken at 17 test locations on the sidewalks of Hawthorne, Howard, Second, and New Montgomery Streets (see Figure 23, Wind Test Point Locations, page 89). In accordance with the San Francisco wind ordinance methodology, the model was tested for four wind directions: northwest, west-northwest, west, and west-southwest.

Comfort Criterion

The comfort criterion results are shown in Table 9, page 90. For each measurement point the measured equivalent wind speed is compared to the appropriate comfort criterion. Where the predicted wind exceeds the comfort criterion, the percent of time that the wind speed exceeds the criterion is shown.

Although some existing conditions on New Montgomery Street north of the project site and along Howard Street to the west are quite windy, winds closer to the project site are more moderate. The average wind speed for the 17 sidewalk test point locations is approximately 9.7 mph. The highest wind speed in the vicinity (14 mph) occurs at the corner of New Montgomery and Minna Streets (test point 9). Thirteen of the 17 points (1-3, 7, 8, 10-17) meet the pedestrian-comfort criterion value of 11 mph.



Source: Environmental Science Associates

11-9-05

Wind Test Point Locations Figure 23

Table 9
Wind Comfort Criterion Results for the Project Variant

Location	Criterion (mph)	Existing (mph)	Project (mph)
1	11	8	9
2	11	11	**12**
3	11	8	10
4	11	**12**	11
5	11	**13**	**13**
6	11	**12**	11
7	11	9	10
8	11	10	10
9	11	**14**	**14**
10	11	9	8
11	11	10	11
12	11	7	7
13	11	9	9
14	11	5	5
15	11	6	5
16	11	10	10
17	11	10	10

Source: Environmental Science Associates, June 2005.

Exceedences of the comfort criterion are shown in bold.

With the project variant and zoning amendment height reclassification, wind conditions would be equally moderate; the average wind speed for all 17 test points would be 9.6 mph. Wind speeds in pedestrian areas would range from five mph to 14 mph, the same range as under existing conditions. Fourteen of the 17 locations (1, 3, 4, 6-8, and 10-17) would continue to meet the *Planning Code's* pedestrian-comfort criterion value of 11 mph. The project variant would add one new pedestrian-comfort criterion exceedence, eliminate two of four existing exceedences, and leave two exceedences remaining

With the project variant and zoning amendment height reclassification, as compared to existing conditions, wind speed in pedestrian areas would increase at five locations, remain unchanged at eight locations, and decrease at four locations. The highest wind speeds (14 mph) would continue to occur at the corner of New Montgomery and Minna Streets. Maximum wind increase at any single location would be two mph.

Hazard Criterion

All 17 sidewalk test locations currently meet the wind hazard criterion. Though no hazard exceedences exist at these locations, there are other locations within a few blocks of the immediate project area, particularly at the corner of New Montgomery and Minna Streets, where wind speeds are known to exceed the hazard criterion under existing conditions. While the project would slightly increase wind, no exceedences of the wind hazard criterions are predicted, as shown in Table 10, below.

Table 10
Wind Hazard Criterion Results for the Project Variant

Location	Criterion (mph)	Existing (mph)	Project (mph)
1	36	15	15
2	36	19	21
3	36	15	21
4	36	22	19
5	36	22	25
6	36	25	22
7	36	17	18
8	36	19	17
9	36	31	32
10	36	16	20
11	36	17	20
12	36	13	13
13	36	17	16
14	36	9	9
15	36	16	12
16	36	23	23
17	36	17	20

Source: Environmental Science Associates, June 2005.

Conclusion: Wind Analysis

A project that would cause equivalent wind speeds to reach or exceed 36 mph for a single full hour of the year would be considered to have a significant impact. A project that would exceed the pedestrian comfort standards would not be considered to have a significant adverse impact. Wind speeds relative to the comfort criterion of 11 mph are discussed, however, for informational purposes.

The project variant and zoning amendment height reclassification would not have a significant adverse wind impact, because it would not result in wind hazard exceedences at any of the 17 test locations. There are currently no projects pending approval that would influence the results of testing the project variant, so a test of the proposed project in the cumulative development setting is not feasible. However, any potential future development would itself be subject to environmental review and wind tunnel analysis, and the impact of the proposed project and other development in the area would factor into that wind tunnel analysis.

SHADOW

The 250-foot high project variant would cast a greater shadow than the 150-foot high project. Therefore, shadow impacts were based on the larger building. To determine whether the proposed project would conform to Section 295, a preliminary shadow fan was prepared by Planning Department staff for the 250-foot-high project variant.[27]

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. The standard of significance for shadow impacts is based on *Planning Code* Section 295 which restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any structure exceeding 40 feet unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. A new shadow would not be significant if it would conform to Section 295. The preliminary shadow fan indicated that project variant shadows could not reach South Park, which is the nearest park under the jurisdiction of the Department of Recreation and Parks.

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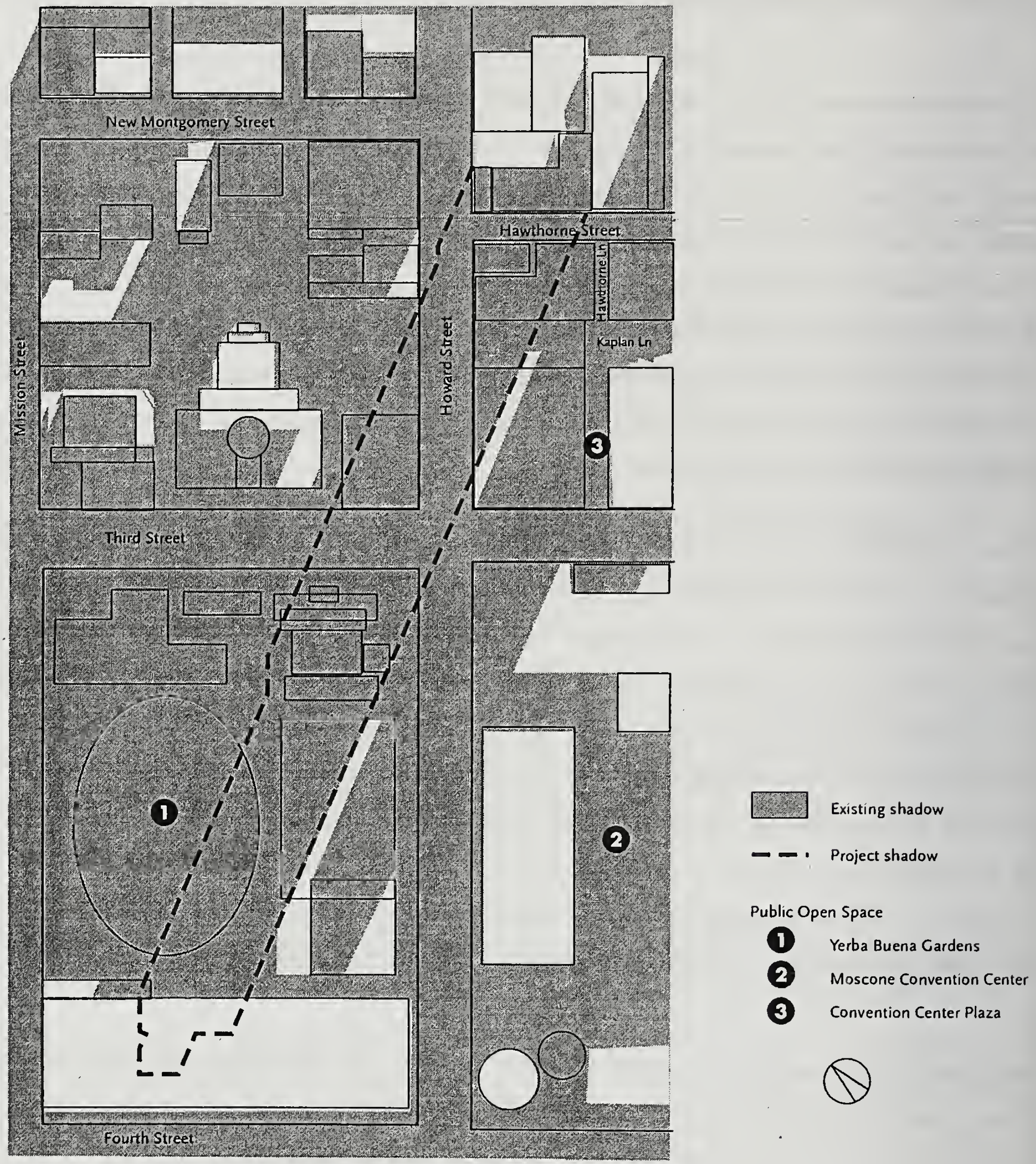
[27] Michael Li, San Francisco Planning Department, letter dated September 21, 2005. This letter is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file No. 2004.0852E.

The Citywide Action Plan has developed general guidelines for preserving sun and sky access for alley frontages (*San Francisco's Alleys, 2003*). These guidelines suggest sculpting streetwalls for smaller buildings in order to retain sky access for alleys by limiting height to a proportion of street width and use of additional setbacks where applicable. However, the guidelines exclude towers above 85 feet from this guidance because such buildings would create unavoidable shadow. These guidelines suggest towers above 85 feet conform to guidance on floorplate size and tower separation, and performance standards, such as the shading criteria discussed above. The project would require exception from tower separation and bulk requirements under Section 309, to be decided as part of project Conditional Use authorization.

There are publicly and privately held Redevelopment Area lands with public open spaces near the project site. These are not under the jurisdiction of the Department of Recreation and Parks, and thus not subject to Section 295. The nearest public open space that could be affected by the proposed project's shadow is the Convention Center Plaza between the Convention Center Plaza Building and the Moscone Parking Garage on the east side of Third Street and west of the project site. The Esplande Green in the Yerba Buena Gardens, a large open space in the center of the block bounded by Third Street to the east, Howard Street to the south, Fourth Street to the west, and Mission Street to the north is one block west of the project site. Both the sidewalks and the esplanade contain vegetation, some street furniture and are heavily utilized by pedestrians. Across Howard Street from the Yerba Buena Gardens is a children's playground on the roof of the Moscone Convention Center.

No project variant-generated (net new) shadows would be cast on private open space including the Convention Center Plaza due to the shadows cast by existing buildings. Net new early morning shadows would be cast on the top of the Metreon Entertainment Center, at Fourth and Mission Streets, as shown in Figure 24. Net new afternoon shadows would shade some of the walls of buildings across Howard, New Montgomery and Second Streets, and the roofs of adjacent buildings along Howard, and Second Streets. Otherwise, the project variant would cast shadow on existing shaded areas of the Yerba Buena Gardens Esplanade and the rooftop of the Moscone Convention



Source: Chuck Bennett, ESA

1-25-05

Shadow Pattern—June 21, 8:21AM Figure 24

Center), but no open space or playground in the Center would receive new shadow.[28] (Figure 24 on page 93). Howard Street, Hawthorne Alley, Kaplan Lane, the private Hawthorne Lane, and the public right-of-ways on sidewalks receive shadows by existing buildings. The project and project variant would continue to shade the sidewalks and Howard and Hawthorne Streets, and the facades of buildings across Hawthorne and Howard Streets with morning shadows.

The project variant and zoning amendment height reclassification would not increase the total amount of shading in the neighborhood above levels which are common and generally accepted in urban areas, and would not shade any area under Recreation and Park Commission jurisdiction. Therefore, the shadow created by the proposed project variant and zoning amendment height reclassification is not considered to be a significant adverse impact on the environment. No specific proposals for development are pending approval in the area currently, and cumulative analysis is not possible.

7.	**Utilities/Public Services** – Could the project:	Yes	No	Discussed
a.	Breach published national, state or local standards relating to solid waste or litter control?	☐	■	■
b.	Extend a sewer trunk line with capacity to serve new development?	☐	■	■
c.	Substantially increase demand for schools, recreation or other public facilities?	☐	■	■
d.	Require major expansion of power, water, or communications facilities?	☐	■	■

PROPOSED PROJECT

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and this impact would be less than significant. The size and types of uses proposed with the project t would not be expected to result in the breach of published national, state, or local standards relating to solid waste or litter control.

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[28] Charles Bennett, Environmental Science Associates, Technical Memorandum:*One Hawthorne Building – Option 8, Shadowing Effect on Yerba Buena Block (AB3723)* San Francisco, California, May 25, 2005. This memorandum is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file No. 2004.0852E.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. No major new sewer construction would be needed to serve the proposed project, and extension of a sewer trunk line with capacity to serve new development beyond the proposed project would not be required. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission (SFPUC), as required by the San Francisco Industrial Waste Ordinance.[29] The majority of the total flow treated by the SFPUC is stormwater runoff, with a fraction of that post-consumer wastewater. The project site is covered entirely with impervious surfaces, and would remain so after construction. Therefore, the project would result in no new stormwater runoff, and the additional flow would be the result of the uses of the building. The 135 residential units of the proposed project would generate approximately 15,525 gallons of wastewater per day and the 4,500 square feet of retail space would generate a relatively smaller amount.[30] The project would have a small incremental effect on the total volume discharged through the combined sewer system since stormwater runoff contributes greatly to the total flow (as opposed to wastewater). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact.

The 4,500 maximal additional residential units anticipated by the Downtown Neighborhoods Initiative for the C-3 district would be expected to generate 517,500 gallons of wastewater per day, and the 40,000 maximal buildout anticipated by the Downtown Initiatives Plan would be expected to generate 4.6 million gallons per day of wastewater, based on the consumption rate used above of 115 gallons per day per household. The City's sewer and wastewater system can treat over 465 million gallons of flow per day during the wet season, of which approximately 84 million is wastewater.[31] The 4.6 million gallon per day maximum generated by the Downtown Neighborhoods Initiative would be an increase of about 5 percent of the wastewater currently being treated, and would be about a one percent increase over the total flow that the sewer and wastewater currently treat. Moreover, although the population of San Francisco is increasing, water consumption and subsequent wastewater is decreasing over time, due to implementation of water conservation measures, such as low-flow toilets and showerheads, and cumulative development can be anticipated to follow the same trend. The cumulative scenario is therefore less than significant, and the proposed project would contribute a less-than-significant amount to that scenario.

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[29] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

[30] The residential wastewater estimate for the proposed project is 115 gallons x 135 units or 15,525 gallons per day. The estimate of 115 gallons per day per household of wastewater is based on water consumption estimates, which are consistent with water use assumptions incorporated within the San Francisco Public Utility Commission's Year 2000 Urban Water Management Plan.

Police and Fire Protection

The project site presently receives police and fire protection services, and the addition of 135 dwelling units, 4,540 square feet of retail space, and approximately 217 to 352 people could increase the demand for police and fire services in the area. Growth in the police and fire department service areas is monitored and addressed through the City's annual operating and capital budget process. If a proposed project would result in a substantial outlay of capital to build new facilities, buy new equipment, or hire additional employees, then it would be considered to have a significant impact.

Police service to the site is provided by the Southern Station, located at 850 Bryant Street (between Sixth and Seventh Streets). Although the project could increase the number of calls received from the area as a result of the increased concentration of activity on site, the increase would not likely be substantial in light of the existing demand for police protection services in the Downtown Financial District. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and would not require hiring additional employees, and thus would not result in an associated significant impact.

The nearest fire station is Station 1 at 676 Howard Street (near Third Street), one-half block west of the project site. Although the project could increase the number of calls received from the area as a result of the increased concentration of activity on site, the increase would not be substantial in light of the existing demand for fire protection services in the Downtown Financial District. The project is within anticipated growth projections for the area in Fire and Police Department facility planning documents. The increase in demand would not require the construction of any new fire prevention facilities or hiring additional employees, and thus would not result in an associated significant impact.

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[31] This information is obtained from the San Francisco Public Utility Commission's website's page on wastewater, and can be found at http://sfwater.org/main.cfm/MSC_ID/14, accessed November 4, 2005.

Schools and Recreation Facilities

Some residents of the proposed 135 unit residential development may be families with school age children. The 135 residential units would include approximately 51 studios, 53 one-bedroom units, and 31 two-bedroom units. Estimating one school age child per two-bedroom unit,[32] the proposed project could generate up to 31 new students, or two to three students per grade. How the project would meet below market rate (BMR) housing provision requirements has not yet been determined by the sponsor, however BMR units would most likely be constructed off-site. If BMR units were to be constructed on-site, there may be additional students, as BMR housing acceptance rules preferentially favor families. It is anticipated that the existing schools could accommodate these students. The nearest elementary schools are the Bessie Carmichael Elementary School at 55 Sherman Street, the Chinese Education Center 657 Merchant Street, and the Gordon J. Lau Elementary School at 950 Clay Street. The nearest middle schools are the Enola D. Maxwell Middle School at 655 Deharo Street and the Francisco Middle School at 2190 Powell Street, and the closest high schools are Galileo Academy of Science and Technology at 1150 Francisco Street, Newcomer High School at 2340 Jackson Street, International Studies Academy at 693 Vermont Street, John O'Connell Alternative High School at 2355 Folsom Street, and Mission High School at 3750 18th Street.

The SFUSD is currently not a growth district, facilities throughout the City and County are generally underutilized, and the District currently has more classrooms district-wide than it needs.[33] However, the increase in number of charter schools, and the trend toward smaller schools, is anticipated to increase the demand for classroom space.[34] The project would be assessed $1.72 per gross square foot of residential space under the District's development impact fee. These funds could be used to rehabilitate underutilized schools to accommodate the students, if any, generated by the project. The project would not result in a significant unmet demand for school facilities nor contribute to a cumulatively significant unmet demand in San Francisco. For the reasons above, the proposed project's impact on school facilities would be less than significant.

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[32] Census 2000 data: Table QT-P, Age Groups and Sex: 2000 Summary data, and Table DP-4, op cit. Extrapolation shows that 4.6 percent of the population in the project site's Census Tract is of school age (under the age of 20), and 5.5 percent of the housing units in this Census Tract have two or more bedrooms. Assuming a positive correlation between the two, one child per second bedroom would be consistent. These tables are on file and available for public review at the San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, as part of Case File no. 2004.0852E.

[33] San Francisco Unified School District, *Facilities Master Plan*, 2003.

[34] Sue Moock, Assistant to Chief Business Officer, Public Information Office, SFUSD, telephone conversion, 23 March 2004.

In general, the many portions of the Downtown Financial District and South of Market area are underserved by parks; however, the proposed project is one block away from Yerba Buena Center and its recreational and open spaces.

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Power and Communications Facilities

The proposed project building would require typical utility connections and would tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2007; therefore, additional generating facilities may have been completed by the time the project is in operation.

The project-generated demand for electricity would be small in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities.

No new power or communications facilities would be necessary as a result of project implementation, and thus the proposed project would not result in an associated significant physical environmental effect due to increased energy or communication infrastructure demand.

Water Supply Facilities

The 135 residential units of the proposed project would generate an estimated demand for about 15,525 gallons of water per day,[35] in addition to the relatively small water demand of the 4,540 square feet of retail space. There is currently little or no water use at the vacant four-story office/retail building and the garage/storage building, currently used for parking, on the site, and the project would incrementally increase the demand for water in San Francisco. The water delivery infrastructure on the project site and surrounding areas has the capacity to serve the new uses on the site and would not require any significant upgrades. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000* and an adequate water supply would be available for the project.[36]

Because project water demand could be accommodated by the existing supply, it would not result in a substantial increase in water use, and the impact would be less than significant.

PROJECT VARIANT

Solid Waste

The solid waste associated with construction and operation of the project variant would be larger than with the proposed project, but would still be well within the capacity of the expanded Altamont landfill, and would not create a significant solid waste impact.

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[35] The residential water use estimate for the proposed project is 115 gallons x 135 units or 15,525 gallons per day. The estimate of 115 gallons per day per household is consistent with water use assumptions incorporated within the San Francisco Public Utility Commission's Year 2000 Urban Water Management Plan.

[36] The San Francisco Public Utility Commission's Urban Water Management Plan Update 2000 is based on ABAG Year 2000 Projections, which include all known or expected development projects in San Francisco through the Year 2020.

Sewer and Wastewater Treatment Plant Capacity

The project variant would discharge a larger volume of wastewater through the combined sewer system, about 150%, than the proposed project. However, this increase would have little effect on the total wastewater volume discharged through the combined sewer system. The project variant would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact.

No major new sewer construction would be required by the additional discharge, and extension of a sewer trunk line with capacity to serve new development beyond the proposed variant would not be required.

Police and Fire Protection

The project site presently receives police and fire protection services, and the addition of 71 more dwelling units and up to approximately 339 more people than the proposed project could slightly increase the demand for fire and police services in the area. Although this increase could result in an increased number of calls, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the Downtown Financial District. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and thus would not result in an associated significant impact.

Schools and Recreation Facilities

Some residents of the proposed 206 unit residential development in the proposed variant may be families with school age children. The 206 residential units would include approximately 27 studios, 49 one-bedroom units, and 62 two-bedroom units. Estimating one school age child per two-bedroom unit, the proposed variant could generate up to 31 more students than the proposed project, or a total of five to six students per grade. It is anticipated that the existing schools could accommodate these students. Although it is not known if BMR housing would be constructed on the on site, if it were, there may be additional student as BMR housing acceptance rules preferentially favor families..

The proposed project variant's impact on school facilities would not be considered a substantial increase in demand, and would be less than significant.

The proposed project variant would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Power and Communications Facilities

The proposed variant building would require typical utility connections and would tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

Water Supply Facilities

The 206 residential units of the project variant would generate an estimated demand for about 23,690 gallons of water per day,[37] in addition to the relatively small water demand of the 4,500 square feet of retail space.

Because project variant water demand could be accommodated by the existing and planned supply, as anticipated under the San Francisco Public Utility Commission's *Year 2000 Urban Water Management Plan*, and would use best-practices water conservation devices, it would not result in a substantial or adverse increase in water use. Therefore, it would not result in a significant environmental impact.

8.	Biology – Could the project:	Yes	No	Discussed
a.	Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c.	Require removal of substantial numbers of mature, scenic trees?	☐	■	■

PROPOSED PROJECT AND PROJECT VARIANT

The project site is within a developed area of the City, and is already covered by the existing buildings on the site. There are no trees or other vegetation on the site, and the project would include the planting of street trees along the Howard and Hawthorne frontages. No known rare, threatened, or endangered plant or animal species or habitat is known to exist on the project site or surrounding properties. The project would not interfere with any resident or migratory species. Therefore, the project would not result in significant adverse impacts on biology.

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[37] The residential water use estimate for the proposed project is 115 gallons x 206 units or 23,690 gallons per day.

9. **Geology/Topography** – Could the project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	☐

PROPOSED PROJECT

The project site is in a Special Geologic Study Area as shown in the Community Safety Element of the *San Francisco General Plan*. The map contained in this element indicates areas in which one or more geologic hazards exist. The project site is located in an area subject to a "non-structural" damage level (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).[38] The project site is not in an area subject to landslides (Map 5 in the Community Safety Element). The project site is not in areas subject to seiche or tsunami run-up or reservoir hazards (Maps 6 and 7 in the Community Safety Element).[39]

The project site is located in an area of liquefaction potential, in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s).

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[38] Association of Bay Area Governments, San Francisco Bay Area - On Shaky Ground, April 1995.

[39] City and County of San Francisco, Community Safety Element, San Francisco *General Plan*, April 1997.

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. If the need were indicated by available information, DBI would require that site-specific soils reports be prepared by a California-licensed geotechnical engineer prior to construction. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

The project would require excavation to a depth of 50 to 60 feet. The foundation will be a reinforced concrete mat covering the entire basement. The lateral resisting system consists of reinforced concrete shearwalls combined with concrete special moment resisting frames. The foundation will likely rest on very dense sand and will not require the use of piles. The foundation would likely be shored with a rigid and watertight system such as soil cement.[40]

Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. There would be no need for permanent dewatering, with the watertight foundation system described above.[41]

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[40] Richard Rodgers, Treadwell & Rollo, telephone conversation with Stu During, October 31, 2005.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

PROJECT VARIANT

The project variant, like the proposed project, would have a five-level underground garage, and the 100 foot difference in height is not expected to change the loading or structural requirements. The final building plans are subject to DBI review prior to issuance of a building. The project variant is expected to have the same geologic and dewatering impacts as the proposed project.

10. Water – Could the project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	■

PROPOSED PROJECT AND PROJECT VARIANT

All wastewater from the proposed buildings and storm water runoff from the project site would flow into the City's combined sewer system, to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. During operations, the project would comply with all local wastewater discharge requirements, and therefore the project would cause no degradation or contamination of groundwater supplies.

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[41] Ibid.

There is no current recharge of groundwater at the project site as it is completely covered by impervious surfaces, and would remain so if the proposed project is constructed. The project would involve excavation to as deep as 50 feet below the surface. As discussed in 9. Geology/Topography, above, groundwater may be encountered during project construction, and dewatering may be required; however, any water encountered during dewatering would be diverted through the sewer system and treatment facilities and would not recharge the groundwater supply.

Soil would be exposed during site preparation. During construction, requirements would be implemented pursuant to Building Code Chapter 33, Excavation and Grading, ensuring no siltation of the sewer system would occur.

Based on the information presented above, there would be no significant water quality, groundwater, flooding, or erosion impacts from the project.

11. **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	■

PROPOSED PROJECT

The proposed project would consist of residential and retail uses. Development of these uses would not result in use of large amounts of fuel, water, or energy in the context of energy use throughout the City and region. The project would meet current state and local standards regarding energy consumption, including Title 24 of the *California Code of Regulations* enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. No substantial environmental effects are expected from the proposed project.

Electric generation to serve the project would consume natural gas and coal fuel to generate electricity for the project. The project would not use substantial quantities of other non-renewable natural resources. It would not use fuel or water in an atypical or wasteful manner. Therefore, the project would not have a significant effect on the use, extraction, or depletion of a natural resource.

PROJECT VARIANT

The larger project variant would result in use of more metered electricity and gas to serve residential ratepayers than the proposed project. Electric generation to serve the variant would consume natural gas and coal fuel to generate electricity for the project of a negligible amount greater than the proposed project. Like the proposed project, the project variant would meet current state and local standards regarding energy consumption, would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. The project variant would not use substantial quantities of other non-renewable natural resources, would not use fuel or water in an atypical or wasteful manner, and would not have a significant effect on the use, extraction, or depletion of a natural resource. No substantial environmental effects are expected from the project variant.

12.	**Hazards** – Could the project:	Yes	No	Discussed
a.	Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b.	Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c.	Create a potentially substantial fire hazard?	☐	■	■

This section addresses the potential hazards on the project site including hazardous material use, contaminants in the soil, asbestos and lead-based paint, emergency response plans, and fire hazards.

PROPOSED PROJECT

Hazardous Materials Use

Regarding the potential for public health hazards, the proposed project would involve residential and retail uses that would typically include relatively small quantities of hazardous materials for routine household use. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of the materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials, and this impact would be less than significant.

Soil and Groundwater Contamination

The City has adopted an ordinance (Ordinance 253-86, known as the Maher ordinance, signed by the Mayor on June 27, 1986) which requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The ordinance specifically includes sites which are bayward of the high tide line (as shown on maps available from the Department of Public Works (DPW)). The project site is not within the area encompassed by the Maher ordinance.

A Phase I Environmental Site Assessment (ESA) was conducted for the project site and is summarized below.[42] The Phase I found no physical evidence of contamination of the project site from past or present uses on the site of from off-site sources. The *Phase I Report's* examination of environmental databases revealed no violations or incidents from any generators of hazardous waste within one-quarter mile of the project site. Six sites with Leaking Underground Storage Tanks (LUST) were identified within one-eighth mile of the project site, but these and others at greater distances were each determined to be either closed by regulating agencies, cross-gradient or down-gradient with respect to groundwater flow, or having impacted soil only. The area immediately surrounding the project site has been characterized by residential, industrial, commercial, office, and retail uses, and the report concluded that contamination of the project site from migration of contaminants appears unlikely. A paint shop did exist on the project site in the early twentieth century. Based on the preliminary investigation, the Phase I also indicated that the first ten feet of subsurface area may consist of artificial fill. No actual contamination was identified that would warrant further investigation of the project site. The Phase noted, however, that improper disposal practices at the paint shop may have resulted in lead contamination and that downtown sites may be underlain with artificial fill which may contain lead.

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[42] Treadwell & Rollo, *Phase I Environmental Site Assessment Report* December 21, 2000. This report is available for public review in Project File No. 2000.660E at the Planning Department at 1660 Mission Street, San Francisco.

The San Francisco Department of Public Health, Environmental Health Section-Hazardous Waste Unit (EHS-HWU) concurred with the Phase I conclusion.[43] Since the site is located in a densely occupied area, DHS-HWU required that soil evaluation be completed prior to excavation. Should elevated levels of contaminants be found, a site mitigation plan shall be required. The project sponsor would complete a Voluntary Remedial Action Program application to the EHS-HWU. The project sponsor has agreed to implement Mitigation Measure 2, pages 119 to 121, which would reduce the impact of contaminated soil to a less-than-significant level.

Building Materials

Lead paint may be found in the existing buildings constructed in 1922 and proposed for demolition. Demolition must comply with Section 3407 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building, or the interior of occupied buildings (E3, R1, or R3 occupancy classifications) built prior to or on December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are presumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

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[43] Rajiv Bhatia, Director, Occupational Environmental Health, City and County of San Francisco, Department of Public Health, *Phase I, 35 Hawthorne Street, San Francisco, letter, November 8, 2005*. This letter is on file with the Planning Department, 1660 Mission Street, Suite 500, San Francisco, and is available for public review, by appointment, as part of the project file No. 2004.0852E.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the Department of Building Inspection with written notice that describes the address and location of the project; the scope and specific location of the work; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, and whether it is owner-occupied or rental property, the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Post Sign notifying public of restricted access to work area; Notice to Residential Occupants; Early Commencement of Work [by Owner, or Requested by Residential Occupant]). The ordinance contains provisions regarding inspection and sampling for compliance by DBI and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less-than-significant level.

Asbestos-containing materials may be found within the existing structures on site which are proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Emergency Response Plans

Occupants of the proposed building would contribute to congestion if an emergency evacuation of the Downtown Financial District were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings. Therefore, no interference with emergency response plans or emergency excavation plans would be expected.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

Hazard Vectors

The Planning Department has received comment that during demolition activities it is common for existing rodents to surface and travel to neighboring buildings. With implementation of Improvement Measure 5, the potential for possible pest migration would be minimized.

Project Variant

Although the project variant would be larger and contain more residential units than the proposed project, the project variant would include the same types of residential and retail uses as the proposed project, which, as noted above, typically use very small amounts of hazardous materials. The impacts of the project variant on emergency response plans and fire hazards would be similar to those of the proposed project. These impacts would be reduced to a less-than-significant level by existing regulations and procedures.

13. **Cultural** – Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	☐
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City *Planning Code?*	☐	■	■

PROPOSED PROJECT

Archeological Resources

An archeological survey and cultural resources assessment has been prepared for the project by an independent consultant.[44] The research and conclusions of that study are summarized below.

The project site is situated in what was, prior to the arrival of the first Europeans, the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. Previously discovered prehistoric sites surround the proposed project site, four of which are located within three blocks of the site. Furthermore, several deeply buried, previously unrecorded prehistoric sites have been discovered in the South of Market area, within a one-mile radius of the project site. The presence of numerous deeply buried prehistoric deposits in one of the most intensively developed parts of San Francisco indicates that similar prehistoric/protohistoric (up to 1775 A.D.) archeological deposits may exist within or adjacent to the proposed project site.

During the Spanish, Mexican, and Early American period (1776-1848), the centers of activity (the village of Yerba Buena, Mission Dolores, and the Presidio) were located at a considerable distance from the project site. No cultural resources from these eras have been previously recorded within the project site or its immediate vicinity.

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[44] Allen G. Pastron, Ph.D., *Archaeological Research Design and Treatment Plan for the 645 Howard Street – One Hawthorne Street Project, San Francisco, California,* November 2004.

During the Gold Rush period (1849-1859), the project site was located just east of the encampment known as "Happy Valley", a dense settlement of temporary encampments. During the later Nineteenth Century Period (1860-1906), permanent buildings were constructed, with a dense row of buildings existing within the project site. The project area, along with most of the South of Market regions, burned on the first day of the fire following the 1906 earthquake. Though much of the City was quickly rebuilt after the earthquake and fire, much of the South of Market area, and the project site, were an exception. In 1913, according to available maps, only a print shop was present at the site, although several buildings had been constructed by 1949, the date of the next available map.

The report concludes that while there is a potential for encountering cultural resources at the site, including prehistoric/protohistoric and Later Nineteenth Century archeological resources. Construction of the proposed project would require excavation to a depth of 50 feet, and removal of approximately 23,000 cubic yards of soil. Given the potential presence of archeological resources on the site, a program of pre-construction archeological testing and evaluation is recommended to determine the presence or absence of subsurface archeological resources of significance, as identified in Mitigation Measure 3, pages 121 to 125.

Historic Architectural Resources

The One Hawthorne Street building (also addressed as 645 Howard Street) consists of a reinforced concrete-frame building, originally three stories, as well as an attached single story garage (also addressed as 35 Hawthorne Street), both constructed in 1922 for the R.W. Kinney Plumbing Supply Company. Both of these structures were evaluated as part of this review.[45]

As a part of the 1984 *Splendid Survivors* study, San Francisco Architectural Heritage rated the office building a "C" or of general 'contextual importance.' Neither building is included in San Francisco's New Montgomery-Second Street Conservation District or the Second and Howard Streets National Register District. The buildings are not listed in the National Register of Historic Places, Article 10 of the Planning Code (which concerns sites such as designated City Landmarks and buildings within

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[45] Page & Turnbull, *R.W. Kinney Plumbing Supply Company Historical Resource Evaluation August 26, 2005*. This document is available for public review at the San Francisco Planning Department, 1660 Mission Street, Suite 500, by appointment, as part of the project file Case No. 2004.0852E.

Historic Districts), or Article 11 of the Planning Code (which includes buildings rated for their architectural significance).

Two historic districts are located in the vicinity of the project site: the New Montgomery-Second Street Conservation District and the Second and Howard Streets National Register District. The New Montgomery-Second Street district lies primarily along those streets between Market Street and Howard Street. Its boundary is adjacent to the project site on the east. It recognizes the district as the earliest attempt to push financial and retail uses south of Market Street. The Conservation District is limited to the visual context of New Montgomery and Second Street. The project site buildings are not visible from New Montgomery Street; hence, the One Hawthorne and the neighboring building at 639 Howard Street are not included in the Area, but the building at 625 Howard, the visual terminus of New Montgomery Street is a Conservation District resource.

The Conservation District spans two separate architectural groups. The architectural character along New Montgomery Street is defined by grand tower buildings such as Palazzo-styled Palace Hotel (Trowbridge and Livingston, 1909) and the Art-Deco Pacific Telephone and Telegraphy Company (Miller and Pfleuger, 1925). The buildings along Second Street are smaller with a mixed office/retail use, only three to five stories in height, with simplified Renaissance ornament. As a four-story, reinforced concrete building with simplified Renaissance detailing, One Hawthorne fits within the general character of the Second Street portion of the District, but outside of its distinct visual boundaries.

The Second and Howard Streets District, listed on the National Register of Historic Places in 1998, also lies near One Hawthorne Street. Its boundary is a block east of the project site at Second Street. The district focuses on the small commercial buildings that lie along Second Street, listed but not adequately emphasized in the Planning Code's New Montgomery – Second Street Conservation District. The nomination emphasizes the role that these Second Street businesses had in the construction industry after the 1906 Earthquake and Fire. The majority of these buildings are masonry buildings, three to seven stories high, with simplified Renaissance details, built to house the construction companies, suppliers and construction support businesses that experienced tremendous growth in the years immediately after 1906. Constructed for a plumbing supply company, One Hawthorne Street fits within this context in terms of architectural character and use, however, not in terms of the period of significance. All of the other resources were built between 1906 and 1909, more than a decade before One Hawthorne Street's 1922 erection date. Physically discontiguous and built at a later date, One Hawthorne Street is not a part of the Second and Howard Streets Historic District.

Pursuant to CEQA Guidelines Section 15064.5, a project would have a significant effect if it would cause a substantial adverse change in the significance of a historical resource. A "substantial adverse change" is defined by CEQA Guidelines Section 15064.5 as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Because the office building has been altered, and neither building is located within an historic district or identified as a district contributor, neither One Hawthorne Street nor its attached garage would be considered an historic resource pursuant to CEQA. Therefore, demolition of the existing site buildings would not constitute an adverse impact.

Although the buildings to be demolished as part of the project are not potential contributors to the nearby historic areas, there are buildings within the immediate vicinity of the site which may be outlying contributors to the building types noted in the nearby Second/Howard National Register Historic District within its period of significance of early post-earthquake reconstruction. These small masonry buildings are mostly two stories in size, as noted in the Visual Quality section of the Initial Study. The ongoing demolition and new construction in the Downtown Financial District and South of Market areas has had an incremental effect on the area's ability to convey its historical significance. The immediate setting is already compromised from the new construction interspersed in the area. The insertion of buildings such as Convention Plaza into the area have impaired the ability of the immediate project setting to convey its historic integrity as an intact historic area or a subarea of an existing district. Therefore, the new construction of the proposed project would not impair a potential historic district. The existing individual buildings in the area that have maintained their integrity could be considered contributing resources, although outlying to the Second/Howard National Register Historic District boundary. However, the project would not demolish, destroy, or alter these buildings, therefore the new construction would not constitute a substantial adverse effect on potential historic district contributory buildings. For the reasons above, project impacts on historic resources would be less-than-significant.

PROJECT VARIANT

The project variant and zoning amendment height reclassification would have the same impacts on historic architectural resources and archeological resources as the proposed project, as discussed above. The impact on archeological resources would be reduced to a less-than-significant level by Mitigation Measure 3, pages 121 to 125.

C. OTHER

	Yes	No	Discussed
1. Does the project require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection, or from Regional, State or Federal Agencies?	☐	■	■

A discussion of approvals and permits necessary for the proposed project and project variant is presented in "Compatibility with Existing Zoning and Plans," at the beginning of this section.

The proposed project would require authorization of Conditional Use in accordance with provisions of Code Section 303 for residential density and number of parking spaces, authorization under *Planning Code* Section 309, exceptions under Section 309 for separation of towers, rear yard, bulk, independently accessible parking, and off-street freight loading, a variance for dwelling unit exposure, and approval by the Department of Building Inspection and Department of Public Works for demolition and site permits.

The project variant would require the above approvals, and would additionally require an amendment to the height classification of the site from 150-S to 250-S. The zoning amendment would be co-terminus with the project site, and thus would not lead to other developments of the same height to be built nearby. The environmental effects of the height reclassification pursuant to CEQA are addressed in the sections on land use (page 22) and visual quality (scenic and cumulative views, pages 25 to 50). The zoning amendment height reclassification would not have any significant impacts on the environment.

Public Notice and Comment

On August 31, 2004, the Planning Department mailed a Notice of Project Receiving Environmental Review for the proposed (150-foot-tall) project, to property owners within 300 feet of the One Hawthorne project site, tenants adjacent to the site, and other potentially interested parties. The Planning Department mailed a Notice of Project Receiving Environmental Review for the 250-foot-tall project variant on April 18, 2005.

Overall, concerns and issues raised by the public in response to the notice were addressed and incorporated into the Initial Study as appropriate for CEQA analysis. Concerns were expressed regarding 1) traffic (addressed on pages 61 – 64 and 73 – 75); 2) construction noise (addressed on pages 87 – 90); 3) construction dust (addressed on pages 90 – 84); and 4) construction rodent control (addressed on page 112). While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	☐	☐	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	☐	☐	■

The following measures are necessary to avoid potential significant effects of the project and project variant. They have been agreed to by the project sponsor:

Mitigation Measure 1

Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project site with water during demolition, excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2

Hazards (Contaminated Soil)

Step 1: Phase I Review and Soil Testing

The project sponsor shall, prior to approval of a building permit for the project, hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples. The project sponsor shall submit a Voluntary Remedial Action Program application to the EHS-HWU.

The project sponsor shall submit the report on the soil testing for petroleum hydrocarbons and a fee of $425 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan

If, based on the results of the soil tests conducted, the San Francisco Department of Public Health (DPH) determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Contaminated Soils

(a) specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If there are excavated materials containing over one percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 3

Archeological Resources

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Section 15064.5.

Archeological Testing Program: The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes *an historical resource* under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program: If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented, the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program: The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects: The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report: The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

E. IMPROVEMENT MEASURES

The project sponsor has agreed to implement the following improvement measures to reduce impacts of the project that were found in this Initial Study to be less than significant. Improvement measures identified in this Initial Study may be required by decision-makers as conditions of project approval.

Improvement Measure 1: Reduction of Parking Demand

The following measure would reduce the project's parking demand and parking shortfall and to encourage use of alternative modes. The implementation of this measure would be determined by the Planning Commission and permitting authorities.

- The project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information and an application for the Bay Area's RIDES carpooling program.
- The project sponsor would promote the use of car-sharing by encouraging residents to participate in the City CarShare program, and a limited number of the 135 parking spaces would be dedicated to City CarShare or similar car-sharing program use.
- The project sponsor is also considering "unbundling" the sale of parking spaces from the sale of residential units to provide a financial incentive for car-free living.

Improvement Measure 2: Construction Parking

The following measure would minimize disruption of the general traffic flow on adjacent streets, secondary to construction parking.

- The project sponsor would require that all employees take a shuttle provided by the project sponsor between the project site and another location, take public transportation, or park their construction vehicles in the curb lane and not double-park.

Improvement Measure 3: Timing of Construction Truck Traffic

The following measure would minimize disruption of the general traffic flow on adjacent streets.

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by DPT).

- The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the Department of Parking and Traffic, the Street Construction Coordination Center of the Department of Public Works, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible traffic mitigation measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the project.

Improvement Measure 4: Construction Vibration

The excavation and construction plans for the project would contain specific procedures to shore up the adjacent structures to avoid any potential damage. The plans would be subject to review by DBI.

Improvement Measure 5: Vector Control

The project sponsor would implement a demolition phase rodent and pest control plan, consistent with rodent control by the Vector Control Program of the Environmental Health Section of the San Francisco Health Department, to insure that demolition and construction activities at the site do not create pest control impacts on the project neighborhood.

Improvement Measure 6: Historic Resources

Because the proposed project does not cause a substantial adverse effect upon the environment, no mitigation measures are required. A handful of remaining historic elements, however, would reward study, documentation and retention.

- Salvage the Paint Shop doors on Hawthorne Street and the plaster cartouches along Hawthorne Street. These elements should be donated as architectural salvage.

- An exhibit should be prepared for the new building that spans the historic period and describes, with photographs and maps, as well as text, the evolution of the site.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	■
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	■
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	☐	■	■
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	■

Cumulative analysis depends on a prediction of possible future environmental changes well beyond construction of the proposed project. Future cumulative traffic impact analyses were conducted for the year 2020 with and without the project. See the "Traffic" section on pages 61 to 64 and 73 to 75 in which the results of the *One Hawthorne Street Project Transportation Study,* are summarized. As discussed there, project contributions to cumulative traffic at intersections in the vicinity would not be substantial. The project would not be considered to have a cumulatively considerable contribution to cumulative regional air quality conditions, cumulative noise impacts, cumulative land use impacts, or cumulative visual impacts. In summary, the project would not have unavoidable environmental effects that are cumulatively considerable.

G. ON THE BASIS OF THIS INITIAL STUDY:

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the City Planning Department.

■ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: January 27, 2006

PAUL E. MALTZER
Environmental Review Officer
for
Dean L. Macris
Director of Planning